

Summer 6-18-2018

EARLY SKIING ON SNOQUALMIE PASS: THE OPENING OF THE MILWAUKEE SKI BOWL IN THE WINTER OF 1938 CHANGED LOCAL SKIING

John W. Lundin

Follow this and additional works at: https://digitalcommons.cwu.edu/local_authors



Part of the [United States History Commons](#)

Recommended Citation

Lundin, John W., "EARLY SKIING ON SNOQUALMIE PASS: THE OPENING OF THE MILWAUKEE SKI BOWL IN THE WINTER OF 1938 CHANGED LOCAL SKIING" (2018). *Works by Local Authors*. 8.
https://digitalcommons.cwu.edu/local_authors/8

This Article is brought to you for free and open access by the Community Projects at ScholarWorks@CWU. It has been accepted for inclusion in Works by Local Authors by an authorized administrator of ScholarWorks@CWU. For more information, please contact pingfu@cwu.edu.

6 - 18 - 18

**EARLY SKIING ON SNOQUALMIE PASS:
THE OPENING OF THE MILWAUKEE SKI BOWL IN
THE WINTER OF 1938 CHANGED LOCAL SKIING
COMPLETE VERSION**

By John W. Lundin ,
Copyright 2018 John@johnwlundin.com,

John is a lawyer and historian who has done extensive research and writing about skiing history. His mother, Margaret Odell, was part of Seattle's early ski scene in the late 1930s, and as advisor to the Queen Anne Ski Club from 1938 - 1940, she took her students by train every weekend to the Milwaukee Ski Bowl for ski lessons. John is a long time skier who learned to ski on Snoqualmie Pass using wooden skis, cable bindings, leather boots and rope tows, was a member of Sahalie Ski Club, and has homes in Seattle and Sun Valley, Idaho. He is a founder of the Washington State Ski & Snowboard Museum and serves on its board. John's book, *Early Skiing on Snoqualmie Pass*, won a Skade award from the International Ski History Association as outstanding regional history book of 2017. A short version of this paper appears on HistoryLink.org, the on-line encyclopedia of Washington history.

TABLE OF CONTENTS

INTRODUCTION..... 1

I. 1909 - MILWAUKEE RAILROAD IS BUILT OVER SNOQUALMIE PASS.....4

II. THE EARLY SKIING ON SNOQUALMIE PASS 21

A. MOUNTAINEERS BUILD THE FIRST SKI LODGE IN 1914 21

B. CLE ELUM SKI CLUB ORGANIZED IN 1921 23

C. 1920 - 1934: ALPINE SKIING EMERGES TO CHALLENGE SKI JUMPING..26

**D. 1928 - 1934: NEW SKI CLUBS FORM, SNOQUALMIE PASS IS KEPT
OPEN DURING THE WINTER, & SEATTLE OPENS ITS MUNICIPAL
SKI PARK34**

E. 1934 - SEATTLE MUNICIPAL SKI PARK OPENS 57

**F. SKI JUMPING COMPETITIONS CONTINUE IN THE 1930s
& OTHER ALPINE SKIING EVENTS ARE HELD.....68**

G. 1935: NATIONAL ALPINE TOURNAMENT IS HELD IN THE NW..... 80

H. 1936: WINTER OLYMPICS ARE HELD IN GERMANY..... 97

I. 1936: NORTHWEST SKIING CONTINUES TO GROW..... 106

J. DECEMBER 1936 - SUN VALLEY OPENS TRANSFORMING SKIING.....124

K. 1937: INTEREST IN NORTHWEST SKIING CONTINUES TO GROW133

**III. 1938 - MILWAUKEE SKI BOWL OPENS, AND ROPE TOWS ARE SEVERAL
BUILT IN AREAS, CHANGING LOCAL SKIING..... 152**

**A. NEW SKI TOWS MAKE THE SKI SEASON OF 1937-38 A SIGNIFICANT
YEAR 152**

B. THREE ROPE TOWS ARE BUILT FOR THE 1938 SKI SEASON..... 155

C. FALL 1937 - EXCITEMENT GROWS AS SKI BOWL IS PUBLICIZED.....164

D.	JANUARY 1938 - SNOQUALMIE SKI BOWL OPENS.....	172
E.	OTHER SKI ACTIVITIES IN THE WINTER OF 1938.....	193
F.	MILWAUKEE ROAD’S INVESTMENT IN THE SKI BOWL.....	212
IV.	SKI BOWL CONTINUES TO OPERATE UNTIL WW II.....	213
A.	EXCITEMENT OVER THE SKI BOWL CONTINUES IN 1939:3 TWO NATIONAL CHAMPIONSHIPS ARE HELD IN THE NW.....	212
B.	1940 SKI SEASON	242
C.	1941 SKI SEASON	282
V.	SKIING AT SNOQUALMIE PASS DURING WW II	300
A.	SKI SEASON OF 1942	300
B.	MOFFETT & MORRIS ACQUIRE SKI LIFTS, INC.....	319
C.	SKI SEASONS OF 1943 - 1945	322
VI.	SKIING RESUMES AFTER WORLD WAR II.....	343
A.	NORTHWEST SKIING EXPANDS AS PEACE ARRIVES	343
B.	WINTER OF 1946 - 1947: MILWAUKEE SKI BOWL REOPENS & EXCITEMENT BUILDS FOR 1948 OLYMPICS.....	358
C.	SKI SEASON OF 1947 - 1948	394
D.	SKI SEASON OF 1948 - 1949	405
E.	SKI SEASON OF 1949 - 1950: SKI BOWL BURNS DOWN.....	419
F.	JULY 2013 TRIP TO MILWAUKEE SKI BOWL SITE	421
G.	OTHER SNOQUALMIE PASS SKI AREAS AND FACILITIES EXPAND...	428
	BIBLIOGRAPHY.....	432

INTRODUCTION

The late 1930s were exciting times for Pacific Northwest skiers. The opening of the country's first destination ski resort in Sun Valley, Idaho in 1936, by the Union Pacific Railroad, where the chair lift was invented and first installed, changed the ski industry forever and the area attracted skiers from all over the world. Seattle newspapers regularly reported on local skiers traveling by train to Sun Valley to enjoy the attractions of this international resort.

Western Washington skiing was organized around private ski clubs, and ski racing competitions were held most weekends in many areas accessible by car, including Mount Rainier, Mount Baker, Cayuse Pass, and Snoqualmie Pass. The drives to these ski areas on two-lane icy roads was difficult and required a real commitment to the sport. Ski jumping was one of regular competitive events, reflecting the sport's Scandinavian influence. The University of Washington had one of the dominant ski teams in the West, and high schools had organized ski clubs. The high degree of interest in skiing can be seen by the extensive coverage of the sport in local newspapers.

The year 1938, was particularly important for local skiers. Inspired by the new lift at Sun Valley, rope tows were installed at the Seattle Municipal Ski area at Snoqualmie Summit, and at Mount Baker and Mount Rainier. For the first time, local skiers had an alternative to hiking up the hills to be able to take just a few runs down the mountain per day. Most importantly for local skiers, The Milwaukee Ski Bowl, operated by the Milwaukee Railroad, was opened in 1938, at the Hyak stop on the east end of its tunnel under Snoqualmie Pass, offering access to skiing by train from downtown Seattle in two hours. The Ski Bowl offered the first ski lift in the Northwest (a J-bar) and lighted slopes for night skiing, which dramatically changed Seattle's ski scene. The Ski Bowl rapidly became the major destination for local skiers. A world class ski jump was built at the Ski

Bowl in 1939, which hosted national championship events, Olympic tryouts and attracted huge crowds to the events held there.

Margaret Odell, the authors' mother, was an active skier in the 1930s, traveling to Snoqualmie Pass and Mount Rainier to ski on the weekends. There were no ski lifts in those days, so the skiers used skins on their skis to climb the hill before heading down. Going up was hard time consuming work, so the skiers would only get in a few downhill runs during a full day of skiing. She worked at Queen Anne High School in the late 1930s, after graduating from the University of Washington in 1937, and was the advisor for the school's ski club and chaperoned its ski trips to the Milwaukee Ski Bowl. She was mentioned in many of the newspaper articles about the Ski Bowl.

Seattle newspapers were major promoters of skiing in the region, and each had writers assigned to cover the skiing news. The P.I. published regular stories about skiing written by Royal Brougham and later Otto Lang, the famous Austrian ski instructor, when he lived in the Northwest between 1936 - 1939. Lang also covered the 1948 Olympic games in St. Moritz, Switzerland for the P.I., where local skier Grechen Fraser won the first U.S. gold medal in alpine events. Ken Binns and later Bob Twiss were the ski reporters for the Seattle Times. The Seattle Post Intelligencer sponsored the annual Silver Skis race on Mount Rainier beginning in 1934, running from Camp Muir to Paradise Valley. The Seattle Times provided free ski lessons to high school students at the Milwaukee Ski Bowl when it opened in 1938. Both papers wrote extensively about skiing, not only locally but all over the country and world. The Seattle Times has been scanned from 1900 on, and is available on line. The newspapers give a unique insight into the life and times of the 1930s. All winter, the Times carried articles about local skiing, ski club events, college skiing competitions, and skiing in many areas including Mount Baker, the Yakima Ski Bowl, Mount Hood, California, Sun

Valley, Idaho, Europe, and others. Local skiers competed against the best international skiers, and national championship ski tournaments were held in the Northwest. There was extensive newspaper coverage of skiing in the 1930s, demonstrating how important the sport was to the local community. Every weekend, the Seattle Times published snow conditions for all of the local areas, including Mount Baker Lodge, Paradise Valley (Mount Rainier), Snoqualmie Ski Bowl, Summit (Snoqualmie Pass), Chinook Pass, Stampede Pass, and Martin (a stop on the Northern Pacific line near Stampede Pass).

This paper describes the local ski scene from the 1920s through World War II up to 1950, and the impact of the opening of the Ski Bowl, based on the historic articles from the Seattle Times website and other resources.

I. 1906 - 1909 : MILWAUKEE RAILROAD IS BUILT OVER SNOQUALMIE PASS TO SEATTLE

The Chicago, Milwaukee, St. Paul and Pacific Railroad, known as the “Milwaukee Road,” was the last of the transcontinental railroads connecting the Midwest with the Northwest, following the Northern Pacific (completed in 1884, going over Stampede Pass to Tacoma) and the Great Northern (completed in 1893, going over Stevens Pass into Seattle). Union Pacific completed its Oregon Short Line from its main line in Granger, Wyoming, through Idaho to Portland, Oregon in 1884. In 1909, Northern Pacific Railroad reached an agreement with its rival Union Pacific to allow it to share Northern Pacific tracks from Vancouver, Washington into Seattle from Portland, Oregon. This opened the door for Seattle’s fourth transcontinental railroad connection with the East.¹

The Milwaukee Road began in 1847, as a local carrier operating from Milwaukee to various cities in Wisconsin, known as the Milwaukee & Waukesha Rail Road. By 1873, it acquired other railroads and reached Chicago. By 1874, it had lines running through Wisconsin, Minnesota, Iowa, South Dakota, and the Upper Peninsula of Michigan, and was renamed the Chicago, Milwaukee & St. Paul Railway (CM&StP). By the early 1900s, it had main lines from Chicago to Kansas City, Omaha, Minneapolis and St. Paul, was in excellent financial shape, and was “eminently progressive being the first road to adopt the system of shipping grain in bulk, operated its own sleeping cars, and developed the system of lighting its cars by electricity. However, it was in danger of being walled-in by the existing transcontinental railroads that were securing the long-distance freight traffic from

¹ Macintosh, Heather M., *Northern Pacific and Union Pacific, rival railroads, agree to share tracks from Vancouver, Washington, to Seattle on May 17, 1909.*

the Pacific Coast.”²

The era after 1900 was one of consolidation of the railroad industry and expansion following the Silver Depression of the 1890s, as business was booming throughout the country and railroad traffic was increasing as a result, particularly in the west. The 1898 Klondike Gold Rush brought the country out of the Silver Depression and transformed Seattle from a small regional outpost to a major economic force on the Pacific. \$25 million was spent in Seattle by prospectors heading to the Klondike, and much of the Klondike gold was brought back through the city. By 1902, Seattle’s Assay Office had handled \$174 million in gold. In 1900, James J. Hill sold 900,000 acres (1,406 square miles) of Washington state timberlands owned by the Northern Pacific to Frederick Weyerhaeuser for \$5,400,000, in “one of the largest single land transfers in American annals.” Weyerhaeuser formed the Weyerhaeuser Timber Company (incorporated on January 18, 1900), the largest timber firm in the state, and large scale lumbering operations began. Asian trade was growing rapidly, with steamships going to and from Seattle, which was a hub for rail transportation across the country. By 1901, Northern Pacific Railroad had rebuilt the Seattle waterfront with 18 piers and warehouses to facilitate the growing trade. The Reclamation Act of 1902, provided large amounts of federal money to build dams and irrigation systems in the arid west, which greatly increased migration.³

The “Pacific Extension” of the Milwaukee Road was promoted and partially financed by

² En.wikipedia.org/wiki/Chicago_Milwaukee_St._Paul_and_Pacific_Railroad; Borak, *The Chicago, Milwaukee and St. Paul Railroad: History of the Last Transcontinental*, pages 81 - 85.

³ Borak, *The Chicago, Milwaukee and St. Paul Railroad: History of the Last Transcontinental*, pages 81 - 85; *Weyerhaeuser Makes One of the Largest Land Purchases in United States History on January 3, 1900*, historylink.org Essay 5241; *Seattle Chamber of Commerce Reports the Waterfront Highly Developed on December 31, 1901*, Historylink.org, Essay 162.

Rockefeller money. William Rockefeller, brother of John D. Rockefeller, was the largest stockholder and a director of the Milwaukee Road, and in 1900, he obtained control of the Anaconda Copper Company, with its copper mine and smelter near Butte, Montana. Rockefeller wanted to build a third railroad from the Midwest to Puget Sound to gain access to the growing Asia trade and to the riches in between.

In 1901, a survey estimated the Milwaukee Road's Pacific Extension would cost \$45 million, later increased to \$60 million, although the actual cost was far greater. The route was expensive because of high right-of-way and construction costs. Unlike the Union Pacific and Northern Pacific, the Milwaukee Road was not given government land grants or other subsidies. It had to purchase land from private landowners, and take over small, new, or floundering railroads across the region. On November 28, 1905, the Milwaukee Road Board authorized the building of a line from Chicago to Seattle and Tacoma that would enable the Milwaukee Road to compete on equal terms with the established railroads to access the booming areas in the west. "A means of entrance into this Eldorado was, no doubt, in the minds of the [Milwaukee Road] people."

At the time the prospect for such an extension seemed promising. In the closing years of the nineteenth century the gold discoveries in Alaska, the expansion of the lumbering industry, the increasing commerce with the Orient, and the revival of land speculation resulting from improving prices for agricultural products and higher land prices in the Middle West brought the beginning of a real-estate boom in the Pacific Northwest. This boom was well underway during the first five years of the twentieth century, and was accompanying by important mining developments and improvements of metallurgical processes which resulted in increased metal output in Montana and Northern Idaho. Federal, State and private irrigation projects were under way, and there was a great expansion in hydro-electric power development.⁴

The 2,305 mile route from Chicago to Seattle was 150 miles shorter than the Northern Pacific

⁴ Borak, *The Chicago, Milwaukee and St. Paul Railroad: History of the Last Transcontinental*, pages 87, 88, 96.

route and 80 miles shorter than the Great Northern, but it bypassed major population centers, passed through areas with limited local traffic potential, its tracks paralleled the Northern Pacific tracks, and it went through some of the nations' most varied and difficult topography. It crossed five mountain ranges: the Belts, Rockies, Bitterroots, Saddles, and Cascades, which required major civil engineering works and the use of additional locomotive power. "A number of large trestles over deep ravines and several long tunnels were to be distinctive features of the new line."⁵

The Milwaukee Road obtained a right-of-way for the line before the national forests in Montana and Idaho were designated by President Theodore Roosevelt and Gifford Pinchot. The new line, which took thousands of workers to complete, had "to bore straight into the wild heart of the Roosevelt reserves," including the rugged Bitterroot Mountains in northern Idaho. No railroad ever spent as much, \$75,000 per mile to lay track through the Rockies. The toughest section was the 22 miles through the Bitterroots which required the construction of 21 bridges, 16 tunnels, and seven high trestles to span major chasms. "But flush with Rockefeller money, the Milwaukee Road had the cash, and so the once empty reaches of the Bitterroots clogged with people rushing to make money off the latest boom in the West." The route through the Bitterroots accessed millions of board feet of old growth timber, providing future revenue for the railroad.⁶

Surveying in Washington began in October 1905, with crews laying out three possible routes. The crews surveyed 1,655 miles, even though it was only 300 miles from the Idaho border to Maple Valley, where the Milwaukee Road would connect with the Columbia & Puget Sound Railway (a

⁵ En.wikipedia.org/wiki/Chicago_Milwaukee_St._Paul_and_Pacific_Railroad; Borak, *The Chicago, Milwaukee and St. Paul Railroad: History of the Last Transcontinental*, page 89.

⁶ Egan, *The Big Burn*, pages 47, 76, 77.

subsidiary of the Milwaukee Road) to reach Seattle. Crews surveyed 5.5 miles of right-of-way for every mile chosen for the main line. Robert Strahorn, a railroad promoter and developer, convinced the Milwaukee Road to build its line through Spokane rather than south of the city, to take advantage of the Union Station he built to service all railroads running through town.⁷ H. C. Henry won the \$20 million contract to construct the line through the Cascades over Snoqualmie Pass.⁸

Construction in Washington began in May 1906. The last rail was laid on March 29, 1909, just in time to carry passengers to the Alaska-Yukon-Pacific Exposition in Seattle. Passenger service began on June 10, 1909, and the first freight train from Chicago to Seattle ran on June 25, 1909. Several years of work remained to finish the line, including construction of the Snoqualmie Pass Tunnel.⁹

Milwaukee Road's tracks went through the Bitterroot Mountains, which was devastated by the huge forest fire of 1910, that burned vast areas of Idaho and the West, described by Timothy Egan in his book, *Big Burn: Teddy Roosevelt and the Fire that Saved America*. At least a dozen

⁷ In addition to a building rail line in Washington, Strahorn's venture acquired property for freight and passenger terminals in Spokane, Tacoma, and Seattle, as well as the approaches into those cities that he would lease to the three railroads building lines into the northwest, since his property "was superior to even the existing ones of the old established routes." Strahorn built the Union Station in Spokane for use by all three national railroads. He convinced the Chicago, Milwaukee & Puget Sound Railroad to route its new line through Spokane to use the facilities he built, instead of going 45 miles south of the city as it originally planned. The Spokesman Review said Strahorn spent \$6,500,000 for the Spokane passenger terminal, and the expense of building in and out of the city was twice that amount. Strahorn was lauded for his work which included convincing the Milwaukee railroad to come through the city. "It brought a gigantic construction job to this city, it gave millions of dollars to the town in the sale of right-of-way property, materials, jobs, and everything else that goes with the building of a great railroad. It put Spokane on the main line instead of on the end of a stub railroad." Strahorn, *Ninety Years of Boyhood*, pages 384 - 407, 418 - 442.

⁸ Horace C. Henry (1844-1928) was an art collector, philanthropist, and builder. He donated funds to build the Henry Art Gallery on the U. W. campus to hold his art collection, which was designed by Carl Gould. The Henrys were friends of the author's grandparents, Mark and India Odell.

⁹ *Stiz-Marks & Remarks, Telling on Joe*, by Chuck Garrett Seattle Times, January 22, 1941 (page 19); Galvin, *The Railroads*, Sahalie Historical Note No. 12.

Milwaukee Road bridges in the Bitterroots burned, including one that was 725 feet long.

The Milwaukee Railroad had an early opportunity to get into the recreation business in the Northwest. Mt. Rainier National Park was established on March 2, 1899, as the country's fifth national park. The Northern Pacific Railroad began lobbying for the establishment a national park on Mt. Rainier in 1883, since the mountain was included in its original land grant from Congress. Northern Pacific exchanged its land on the mountain for prime nearby forest land when the park was established. In 1890, James Longmire had established a hotel at Longmire Hot Springs near the base of Mt. Rainier, reached by wagon road from Ashford, providing access to the mountain for tourism. Paradise Valley could be reached from his hotel by a six-mile horse trail. In the early 1900s, the Tacoma Eastern Railroad, directed by John Bagley, a Michigan businessman, built a rail line from Tacoma toward Mt. Rainier, reaching Eatonville in 1902, Elbe in 1903, and Ashford in 1904. The new line accessed the huge stands of timber in the area, and offered the exclusive rail access to the new national park. The Chicago, Milwaukee and St. Paul Railroad provided the financing for the expansion of the Tacoma Eastern Railroad, and obtained "effective control of the Tacoma Eastern as far back as 1901." The rail line to Ashford opened Mt. Rainier to tourism and changed the National Park. In the summer of 1905, three mountaineering clubs combined for a push to summit Mt. Rainier, using the railroad to reach Ashford. In 1906, a second hotel opened at Longmire Springs, the National Park Inn, built and operated by the Tacoma Eastern Railroad Company, with room for sixty guests, and the "increased tourist travel to the park soon filled both hotels to capacity." The average stay of tourists was around one month.¹⁰

¹⁰ Skoog, *A Far White Country, Written in the Snows*, Alpenglow.org; *Stiz-Marks & Remarks, Telling on Joe*, by Chuck Garrett Seattle Times, January 22, 1941 (page 19) *Tacoma Eastern Railroad*, Wikipedia.org.

When the Milwaukee Road completed its cross-country line from Chicago to Seattle (and Tacoma with a spur line), in May 1909, in time for the Alaska - Pacific - Yukon Exposition, it had control of the line from Tacoma to Ashford and Mt. Rainier, and the National Park Hotel at Longmire Hot Springs. A newspaper article from 1941, mentioned the Milwaukee Road's Longmire Lodge on Mount Rainier in 1911 - 1912, accessed from nearby Ashford, the end of the rail line. In the winter, one had to "shuttle" from the railroad's Longmire Hotel to Narada Falls to get to Mt. Rainier. The assistant general passenger agent for Milwaukee Railroad "show-shoed all the way to Narada Falls in a blizzard with Aschal [sic] Curtis, prominent winter sports figure at that time." Rail access to Ashford continued to provide access to Mt. Rainier and the surrounding wilderness areas for recreation.¹¹

In 1916, the Milwaukee Road promoted trips to the Road of the Rhododendron through "Olympic Peninsula America's Switzerland" from Seattle, via P.S.N. Co's steamer Sioux that left Seattle's Colman dock daily at 8 a.m., arriving at Port Townsend at 10:30. Travelers then took the Seattle Port Angeles & Western Railway to Port Angeles, arriving at 12:55 p.m., where an auto stage took them to Lake Crescent at 2:10 p.m., to take the Steamer Betty Earles for Fairholm, to connect with another auto stage for Sol Cud Hot Springs arriving at 4:15 p.m. The return trip left at 1:30

¹¹ *Stiz-Marks & Remarks, Telling on Joe*, by Chuck Garrett Seattle Times, January 22, 1941 (page 19). In July 1911, a party of 67 Mountaineers, led by Prof. Edmund S. Meany, took a "long summer outing" in the Cascades. In three weeks, the group would walk over 100 miles. The group would take a Milwaukee Road special train to Ashford, on the flank of Mount Rainier. At Ashford, they would pick up a pack train of 31 horses led by five men, three cooks, and a camp kitchen. The group would hike east to the summit of the Cascades over Cowlitz Pass, then south to the Columbia River, ascending Goat Rocks and Mount Adams on their way. They would sleep under the stars at camp sites that were marked the previous fall. Heavy provisions had been cached along the way. "Semi-military" government would be adopted at Ashford. The group consisted of boys and girls in their teens, and grey haired men and women. The veterans of the group wore their old khaki suits, carried battered alpenstocks, and looked with contempt at the "cheechahoes" whose equipment was new and shiny. This would be the largest party since the Indian war parties crossed the Cascades to attack peaceful tribes of Puget Sound. *Mountaineers Leave on Long Outing Trip*, Seattle Times, July 15, 1911 (page 3).

p.m. and arrived back at Seattle at 10:20 p.m.

A NEW SHORT LINE
VIA THE
Seattle, Port Angeles & Western
THE ROAD OF THE RHODODENDRON THROUGH THE
Olympic Peninsula
AMERICA'S SWITZERLAND

4 Hours 55 Minutes to Port Angeles
6 Hours 10 Minutes to Lake Crescent
8 Hours 15 Minutes to Sol Duc Hot Springs

Take P. S. N. Co.'s steamer "Stoux," leaves Colman Dock daily 8 a. m., arrives Port Townsend 10:30 a. m. Thence via S. P. A. & W. Ry., arrives Port Angeles 12:55 p. m., Joyce 1:35 p. m. (Baggage for points on Lake Crescent should be checked to Joyce.) Connects with auto stage, arrives Piedmont on Lake Crescent 2:10 p. m. Steamer Betty Earles for Singer's Lake Crescent Tavern, arrives 2:30 p. m., Fairholm 3:00 p. m., where connections are made with auto stage for Sol Duc Hot Springs, arriving 4:15 p. m.

RETURNING

Leave Sol Duc daily 1:30 p. m., Fairholm 3:00 p. m., Lake Crescent Tavern 3:35 p. m., Piedmont 4:00 p. m., Joyce 4:45 p. m., Port Angeles 5:25 p. m., Port Townsend 7:40 p. m., Seattle 10:20 p. m.

Round Trip Excursion Tickets
On Sale Daily at City Ticket Office

Chicago, Milwaukee & St. Paul Railway
Second and Cherry. Elliott 4812 and
Puget Sound Navigation Co.'s Ticket Office, Colman Dock

Seattle Times, July 16, 1916 (page 16)

Between 1912 and 1914, the Milwaukee Road constructed a 2.3 mile tunnel under Snoqualmie Pass to avoid the steep and snowbound route of its surface tracks. The tunnel lowered the summit by 436 feet, shortened the line by four miles, and opened to traffic on January 24, 1915. The tunnel's elevation of 2,564 feet is the lowest crossing of the Cascades of any of the railroads in the northwest. The eastern portal of the tunnel was located at its Hyak stop, where the Ski Bowl was later built, and the western portal was just west of the summit, at a stop called Rockdale. The surface right of way over the Pass was abandoned after the tunnel was completed in 1914. In 1915, a two-lane road over Snoqualmie Pass was built paralleling the old Milwaukee road's surface route, called the Sunset Highway, creating a permanent transportation route connecting eastern and western

Washington.¹²

The Milwaukee Road spent \$215,296,000 on its Pacific Addition. The Olympian was the Milwaukee Road's top train running from Chicago to Puget Sound. For years William Rockefeller pushed the Milwaukee Road to electrify its line, and electrification took place between 1914 and 1920, at a cost of \$23 million. The system was known as a 3000-volts DC system. A substation was built at the Milwaukee Road station in South Cle Elum in 1919, at a cost of \$180,000, to change the voltage and current of the electricity between the power company's transmission line and the trolley wire that fed the electric current to the locomotives. The costs of electrification greatly exceeded the original estimates, causing the company to go deeply in debt, and forcing it into receivership in 1925.¹³

¹² Beginning in 1923, major improvements were made to the highway with federal dollars made available under the Federal Highway Act of 1921. These improvements, Federal Aid Project #142, included hard-surface paving and new road alignments. In 1926, the state highway department began paving the road, removing blind curves, and building new bridges. The upper switchbacks created in 1914-15 were bypassed, and portions of the road were relocated.. In the late 1920s, oil was added to the road to help keep dust down. In the winter of 1931, the road was kept open for the first time. By 1934, all sections of highway paving were complete from Seattle to the Pass. During this time frame, the Sunset Highway received official designations as State Road No. 2, Primary State Route No. 2, and U.S. Highway 10. Swergal, *Snoqualmie Pass*, page 8; *The old Sunset Highway.pfd*; *Snoqualmie Pass Becomes a Highway: From Indian Trail, to Wagon Road, to Interstate*|Suite101.com, <http://elizabeth-gibson.suite101.com/snoqualmie-pass-becomes-a-highway-a30434#ixzz1cqcaUaof>.

¹³ The costs were greater than planned and the revenue was lower than anticipated from the Pacific Addition. This situation, together the opening of the Panama Canal in 1914 that offered cheaper transportation than the railroads, the effects of World War I, the increase in the use of automobiles, buses and trucks for short-haul freight and passenger travel, and other economic factors, caused the Milwaukee Road to go heavily in debt. This led to the railroad going into receivership in early 1925. The company came out of receivership in April 1927, after a reorganization plan was approved. Borak, *The Chicago, Milwaukee and St. Paul Railroad: History of the Last Transcontinental*, pages 94, 96 - 99, 103 - 108, 110 - 116.



Tops on the vacation list...
YELLOWSTONE



via Gallatin Gateway on the *OLYMPIAN* **Hiawatha**

Here's the scenario for a dream vacation! Travel on the super-speed Olympian Hiawatha carrying private-room sleepers with Skytop Lounge, thrifty Touralux sleepers and Luxarest coaches. Or ride The Milwaukee Road's COLUMBIAN, also air condi-

tioned. Either way you see spectacular Montana Canyon. Your trip is part of the vacation—free from dusty detours and the heat of highways across the Great Plains.

Then comes the gloriously scenic Gallatin Gateway drive in open-top coaches through the Montana Rockies dude ranch country.

Climax—Yellowstone, land of geysers, waterfalls and the Grand Canyon, of friendly wild life and luxurious hotels. You see and learn more when you tour the Park in official sight-seeing buses.

Free Illustrated Folder

Here's all the help you need for planning a Yellowstone or Montana dude ranch vacation. Write to H. Sengstacken, Passenger Traffic Manager, 602 Union Station, Chicago 6, Illinois.



THE MILWAUKEE ROAD

"Mention the National Geographic—It identifies you"



The **NEW STEEL TRAIL**
TO THE EAST
Through the Golden West

INAUGURATION DAY
MONDAY, MAY 29

Chicago, Milwaukee & Puget Sound Ry.
IN CONNECTION WITH THE
CHICAGO, MILWAUKEE & ST. PAUL RY.
WILL OPEN ITS LINE FOR
Through Passenger Service
BETWEEN
TACOMA-SEATTLE-MONCTON
MINNEAPOLIS - ST. PAUL - CHICAGO
TWO NEW ALL STEEL TRAINS
COMPLETELY ELECTRIC LIGHTED
The Crowning Achievement of the Car Builder's Art for Safety and Luxury.

"THE OLYMPIAN"		"THE COLUMBIAN"	
DAILY--EASTBOUND.		DAILY--EASTBOUND.	
Leave Moncton.....	10:24 a. m.	Leave Moncton.....	8:39 p. m.
Arrive Minneapolis.....	9:00 p. m.	Arrive Minneapolis.....	8:45 a. m.
Arrive St. Paul.....	9:45 p. m.	Arrive St. Paul.....	9:30 a. m.
Arrive Chicago.....	10:30 a. m.	Arrive Chicago.....	10:15 p. m.
WESTBOUND.		WESTBOUND.	
Leave Moncton.....	6:20 p. m.	Leave Moncton.....	9:30 a. m.
Arrive Seattle.....	8:00 p. m.	Arrive Seattle.....	11:10 a. m.
Arrive Tacoma.....	9:30 p. m.	Arrive Tacoma.....	12:35 p. m.

Travel over the **SMOOTHEST** and **FINEST** railway in America.

For Tickets, Reservations and Information About Fares, Apply to **J. W. STEVENSON**, Ticket Agent, Enumclaw, Wash.

GEORGE W. HIBBARD, General Passenger Agent
THE NEW LINE IS THE SHORT LINE

Enumclaw Herald, March 1911

The following pictures and other material about the Milwaukee Railroad on Snoqualmie Pass were compiled by A. Craig Magnuson. The pictures show early Milwaukee Railroad's steam trains going over Snoqualmie Pass between 1909 and 1915, before the tunnel under the Pass was built. See, www.craigmagnuson.com/Laconia1.htm.

6-16-12

Table 16										
Pacific Time.										
<i>C. M. & P. S. Ry.</i>										
	45	15	17	Mls.		Elevation	18	16	46	
	PM	PM	AM				PM	PM	AM	
----	*2.50	*3.57	* 7.08	2088.1	Lv... Cle-Elum ... Ar	1945	11.00	1.53	11.45	-----
----	s3.09	#	--#--	2095.7	Ar... Lavender ... "	2110	●	●	s1128	-----
----	3.18	#	s 7.33	2099.9	"... Easton ... "	2180	10.36	●	11.18	-----
----	s3.38	#	--#--	2108.4	"... Whittier ... "	2450	●	●	s1100	-----
----	3.53	#	8.05	2115.0	"... Keechelus ... "	2560	●	●	10.45	-----
----	4.10	5.10	8.20	2119.7	"... Laconia ... "	3010	9.58	12.50	10.29	-----
----	4.25	#	s 8.33	2124.1	"... Rockdale ... "	2480	●	●	10.12	-----
----	s4.40	#	s 8.47	2128.5	"... Bandera ... "	2120	●	●	s9.57	-----
----	5.00	#	s 9.06	2134.4	"... Garcia ... "	1625	●	●	9.38	-----
----	s5.17	#	s 9.22	2139.6	"... Ragnar ... "	1190	●	●	s9.22	-----
----	5.30	6.20	9.30	2143.1	"... Cedar Falls... "	930	8.42	11.42	9.10	-----
----	5.56	#	--#--	2156.4	"... Landsberg ... "	635	●	●	8.43	-----
----	6.10	7.03	10.11	2160.0	"... Maple Valley... "	295	8.07	●	8.30	-----
----	s6.21	#	--#--	2163.8	"... Cedar Mountain... "	195	●	●	s8.19	-----
----	s6.28	#	--#--	2166.8	"... Elliott ... "	120	●	●	s8.13	-----
----	6.37	g7.27	g10.41	2170.3	"... Renton ... "	25	g7.41	g10.41	8.02	-----
101	s6.46	-----	-----	2172.9	"... Black River... "	20	-----	-----	s7.56	102
----	-----	-----	-----	2177.0	"... Van Asselt ... "	15	-----	-----	-----	-----
AM	6.58	-----	-----	2179.0	"... Argo ... "	15	-----	-----	s7.47	PM
*720	7.10	8.00	11.10	2182.5	"... Seattle... Lv	15	7.15	10.15	*7.35	2.00
s752	PM	s8.47	g11.55	2179.2	"... Kent... Ar	65	●	●	AM	s1.29
s802	-----	s9.00	g12.04	2185.0	"... Auburn... "	105	●	●	-----	s1.20
s814	-----	s9.10	g12.14	2191.8	"... Sumner... "	0	●	●	-----	s1.08
s818	-----	#	g12.18	2193.8	"... No. Puyallup... "	70	●	●	-----	s1.04
8.35	-----	9.30	12.35	2201.2	Ar... Tacoma ... Lv	80	*5.45	*8.45	-----	*12.45
AM	-----	PM	PM	-----	-----	-----	PM	AM	-----	PM

Milwaukee Railroad Schedule from Cle Elum over Snoqualmie Pass for 1912.
www.craigmagnuson.com/Laconia1.htm



www.craigmagnuson.com/Laconia1.htm.



Double Rotary Snow Shovel C.M. & P.S.Ry. Cascade Mts.

Milwaukee Road snowplow on Snoqualmie Pass.

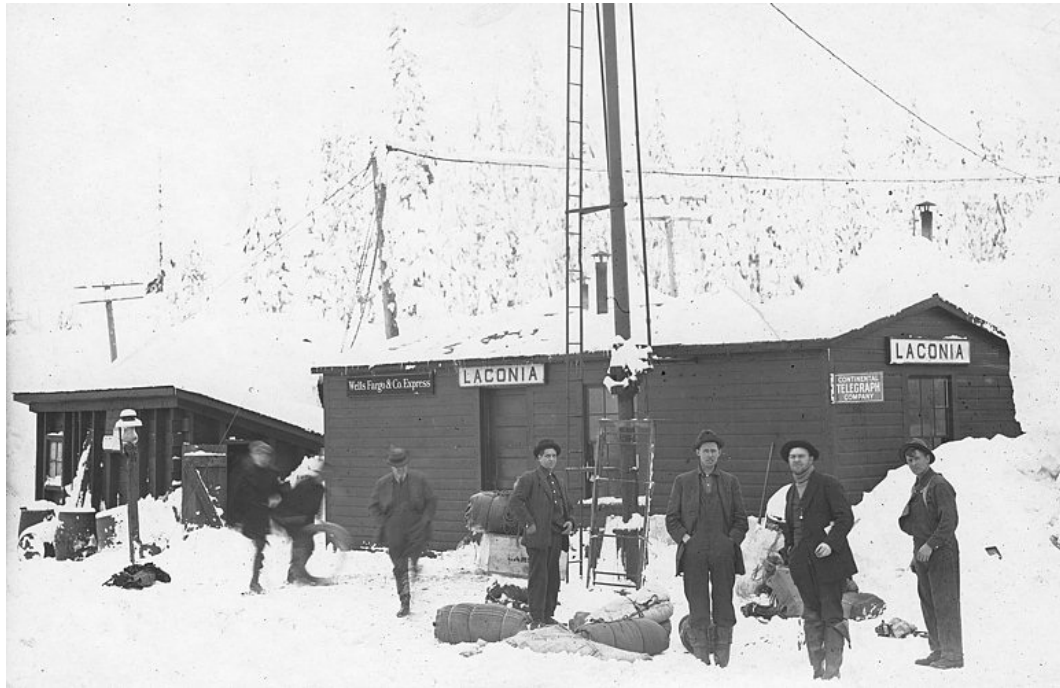
www.craigmagnuson.com/Laconia1.htm



Milwaukee Road train in front of Guye Peak on Snoqualmie Pass.
www.craigmagnuson.com/Laconia1.htm.



Milwaukee Road train at Laconia, at Snoqualmie Pass summit.
www.craigmagnuson.com/Laconia1.htm.



Laconia, a rail stop at Snoqualmie Summit.
www.craigmagnuson.com/Laconia1.htm.



Laconia train station in front of Guye Peak, Snoqualmie Pass summit.
www.craigmagnuson.com/Laconia1.htm.



www.craigmagnuson.com/Laconia1.htm.

Map of Milwaukee RR tracks superimposed on present map of
Snoqualmie Pass.

www.craigmagnuson.com/Laconia1.htm



East Portal of Milwaukee RR tunnel
The old Hyak stop.



West Portal of Milwaukee RR tunnel, the
old Rockdale stop.

II. THE EARLY SKIING ON SNOQUALMIE PASS

A. MOUNTAINEERS BUILD THE FIRST SKI LODGE IN 1914

Skiing on Snoqualmie Pass dates back to the first few decades of the 1900s, started by the Mountaineers and centered around private ski clubs. Nordic skiing events, jumping and cross-country, were the principal focus of the early skiing community.

The Mountaineers club, which was founded in 1906, began skiing at Paradise on Mount Rainier in 1913 -1914, during the annual Winter Outings that were held in Rainier National Park for many years. In 1914, the Mountaineers built a lodge just west of Snoqualmie summit 500 feet above Rockdale, the Milwaukee Railroad stop at the western end of its tunnel under the Pass. This was a year around lodge devoted to climbing in summer and skiing in winter, accommodated 70 people, and had a cook and caretaker. Beginning in 1923, the club sponsored yearly cross-country skiing contests for men and women at the Pass. In 1929, the club began giving alpine ski lessons and holding slalom and downhill contests for men and women.¹⁴

¹⁴ Galvin, *The Snoqualmie Pass Ski Lodges*, Sahalie Historical Note # 7.



Mountaineers at Rockdale.. Skoog, *Written in the Snows*.



Mountaineer's lodge at Snoqualmie.. Skoog, *Written in the Snows*.



O. P. Dickert photo

Mountaineers' Lodge at Snoqualmie, O.P. Dickert photo, courtesy of the Mountaineers.

B. CLE ELUM SKI CLUB ORGANIZED IN 1921

Formal skiing in the Northwest got a boost in 1921, when the Summit Ski club of Cle Elum was formed by local residents, led by John “Syke” Bresko. Bresko was a Coal Mining Hoisting Engineer who worked in the Cle Elum Coal Mines, owned by a subsidiary of the Northern Pacific Railroad. The club’s initial name was Summit Ski Club, although it was changed to the Cle Elum Ski Club, Inc. when it was incorporated in 1928. The Cle Elum Ski Area has been called the first west coast ski area, and the Lost Ski Area website says it was the first organized ski area west of Colorado. Other northwest ski clubs considered Cle Elum’s annual jumping tournament as the “Mother of Ski Events in the Northwest,” and the ski club to be the “Papa of all Northwest clubs.”

For ten years, the club’s ski area “was a skiers paradise,” and the club convinced many locals to try the sport. Starting in 1921, the ski area attracted 100–400 people every weekend to its ski hills through the winter. The club’s Kiwanis course was above the greenhouses on Cle Elum’s Third Street. The club leased 40 acres of land on the ridge two miles north of town from the Northern Pacific Railroad at a nominal rate, and built ski jumps and a shelter in 1923, a two story lodge in 1926, and its big ski jump in 1931, at the cost of \$5,000.

Ski jumping was the premier event in the 1920s and 1930s. In 1924, the Cle Elum Ski Club’s first annual ski tournament, which attracted 11 competitors, was the first organized ski contest west of Denver. The club hosted tournaments from 1924 to 1933, bringing in skiers from all over the northwest and thousands of spectators. The tournaments were presided over by an elected royal court, and included ski races, ski jumps, special contests, dances, banquets, and trophy presentations. The ski club also sponsored annual Carnivals which included less serious events, including gliding races, cross country races, obstacle courses, races in costume, and a "goose fashion

glide," where cash prizes were awarded, causing some to accuse the Cle Elum Ski club to have been conducting a freak tournament for years.¹⁵

In 1931, the Cle Elum Ski Club built its biggest ski jump at the cost of \$5,000, on the main ridge between Cle Elum and Teanaway, with its incline dropping into a canyon going into the Teanaway Valley. Jumps at Spokane and the Milwaukee Ski Bowl were patterned on the "big" Cle Elum jump. The Northern Pacific Railroad supported the club, leasing land for a nominal rate for the club's lodge and ski jumps, and providing a tramway through a mine shaft to get near the ski jump for its 1931 tournament.

The Northern Pacific Railroad was completed from Minnesota to Tacoma in 1883, over Stampede Pass, and had a large station in Cle Elum since that was where helper engines were added to its trains to get them over the mountains. Northern Pacific offered train access to the Cle Elum tournaments from Yakima and west of the Cascades in the days before Snoqualmie Pass was kept open in the winter. Initially, the tournament could be reached by the regular Northern Pacific trains. In 1931, the Northern Pacific offered a "special" train to Cle Elum for tournament spectators, and more than 8,000 people attended the event. The special train ran for three years until the last Cle Elum tournament on February 19, 1933. For the 1932 Tournament, Northern Pacific allowed spectators to ride in electric tramways through a shaft in two of its coal mines to get near the ski jump which was located on a ridge two miles north of town. John Elvrum of Portland had the longest jump at the 1932 but fell, and Ole Tverdal of Seattle won the event. Hjalmar Hvam won the combined title for jumping and cross-country.¹⁶

¹⁵ <http://lostskiareas.wikispaces.com/Cle+Elum+Ski+Hill>.

¹⁶ Lundin, *Cle Elum Ski Club, 1921 - 1933*, Essay 10169, historylink.org.



Cle Elum's Big Ski Jump, built in 1931. Courtesy of Maybo family.

The 1933 Cle Elum Ski Club tournament was the last event the club sponsored. After 1933, competition increased as new ski areas opened elsewhere, and other ski clubs on Snoqualmie Pass, closer to Seattle's skiers, expanded. The difficulty in getting from Cle Elum to the Summit course, which was located on a ridge two miles north of town, turned out to be an insurmountable obstacle to continuing the tournament. The "Two in One Solution" used in 1932, consisting of a ride on the electric tramway through two long-tunnels of the coal mine, only brought spectators to within a one-half hour walk to the ski course. In other years, trucks or snow cats transported spectators to within a forty minutes walk of the ski course, but that 40 minutes walk was an arduous one going uphill. "The unwillingness of spectators to make the hard trek to the Summit was the reason the ski club

abandoned the hill.”¹⁷

In 1934, Bresko and the Cle Elum Ski Club had plans to build a new ski area nearer to town, and with an aerial tram. The Northwest Improvement Company, owned by the Northern Pacific Railroad, expressed interest in installing the tram and developing the ski area, which would attract more passenger travel on the railroad. The Depression interfered and the ski area was never developed, in spite of a federal Depression stimulus grant that had been obtained. In 1944, a fire burned the ridge between Cle Elum and the Teanaway, destroying the last remnants of the ski jump and the club.¹⁸

C. 1920 - 1934: ALPINE SKIING EMERGES TO CHALLENGE SKI JUMPING

1914 - THE MOUNTAINEERS BUILD THE FIRST LODGE ON SNOQUALMIE PASS

Skiing on Snoqualmie Pass dates back to the early 1920s, started by The Mountaineers, and was centered around private ski clubs. The Mountaineers club was founded in 1906 dedicated to outdoor activities, mountaineering and climbing.

According to *The Mountaineers, A History*, “organized skiing in Western Washington can be traced back to 1912, when Olive Rand brought a pair of skis on a Mountaineers trip to Mount Rainier, and was the first person to reach Longmire from the park boundary on a pair of ‘wooden boards.’” Members brought skis to the club’s trips to the newly constructed Paradise Lodge on Mount Rainier beginning in 1916, which the club rented for five days each winter. The club held annual Winter Outings in Rainier National Park for many years, although getting there involved a

¹⁷ *Cle Elum Miner Echo*, December 14, 1934.

¹⁸ Lundin, *Cle Elum Ski Club, 1921 - 1933*, Essay 10169, historylink.org; Prater, *Snoqualmie Pass, From Indian Trails to Interstate*, pages 129 - 131.

significant trip. Seattle skiers took a ferry to Tacoma, then boarded a steam train to Ashford, then hiked 10 miles to Longmire where they spent the night. The second day they hiked to Paradise.

In 1914, The Mountaineers built a lodge just west of Snoqualmie summit, about half way between Milwaukee Road's Rockdale stop at the west end of its tunnel under the pass, and Snoqualmie Pass, on land leased from the Forest Service, 1/4 mile southwest of Lodge Lake. Architect and club member Carl Gould designed a lodge made mostly of materials found on site, which was built primarily by club volunteer labor. Lack of electricity and plumbing were not seen as problems. On the first floor, there was a main room 30 by 40 feet, an adjacent kitchen and a women's dorm. A men's dorm was on the second floor. It was a year around lodge, held 70 people, and had a cook and caretaker. Until the early 1920s, it was used primarily as a climbers lodge to access surrounding peaks, and a social center for members. "Climb or hike all day and dance all night. The wind-up Victrola horn got plenty of use." In the 1920s, the lodge "became a development center for skiing."

Getting to The Mountaineers lodge was a challenge. Members could ride Milwaukee Road trains from Seattle to the Rockdale stop and hike 1 ½ miles up the hill to reach the lodge in the winter. In the summer, the lodge could be reached by a steep 1 1/4 mile hike from the Denny Creek Ranger station after a long drive from Seattle on primitive roads.

Although most skiing in the teens and 1920s centered around jumping, Mountaineers were interested in climbing and mountaineering. The club's interest in skiing involved ski trips to the surrounding mountains "using turning and braking techniques for the descent...Technique in the early 1920s generally consisted of pointing the skis downhill and shoving off - straight back down to where you started. If you managed to stay on your feet, your technique was adequate." Ski lessons

were non-existent and advanced skiers helped beginners obtain the necessary skills. Beginning in 1923, The Mountaineers marked many miles of cross-country ski trails around the pass and sponsored cross-country skiing events and contests. The club's 1923 annual report said: "Each year the ski gains in popularity. The festive ski-runner now flits scornfully by the deliberate snowshoer. The sight-seeing columns of snowshoers retort that they enjoy more of the beauties of nature, and have even been heard to allude to our old friends the hare and the tortoise."

The Mountaineers began holding ski competitions in 1922, when a trophy for women's competition was awarded. In 1923, the club began awarding the Harper Novice Cup for beginning male skiers able to negotiate a race course. By the end of the 1920s, The Mountaineers awarded trophies in eight ski events. In 1929, the club began giving ski lessons, and adopted tests based on those used in Europe to classify skiers and implement systematic learning techniques. To win a third-class rating, one had to demonstrate beginner skills such as proper kick turns, level running using ski poles, ascent of a fairly steep slope by sideslipping and herring-boning, two continuous stem turns and telemark turns, both right and left, and come to a stop from a descent at a slow speed. In addition, one had to climb 500 vertical feet in at least an hour and return within 15 minutes, and complete a cross-country trip of four miles. To win a first-class rating, one had to demonstrate four continuous stem christies on a steep slope at a high speed, four successive jump turns at a fair speed, a 2,000 foot vertical climb in 90 minutes, returning in 25 minutes, and an 18-mile cross-country trip.

According to *The Mountaineers, A History*, ski equipment was difficult to obtain in the sport's early days, although Piper & Taft, a Seattle Retailer, advertised skis for sale in The Mountaineers annual publication beginning in 1912. In 1920, Tacoma's Kimball Gun Store advertised skis in the club's annual, and in 1922, Seattle Tent and Awning opened its OutDoor Store

selling Northland skis and skis from Sweden “in 6 ft. to 8 ft. lengths, in pine, ash and hickory.” By 1928, Eddie Bauer’s store in Seattle stocked “a full line of skis imported from Europe.”

Mountaineers Build Meany Ski Hut at Martin

By 1926 - 1927, skiing had become so popular that The Mountaineer’s Snoqualmie lodge “was bursting with skiers throughout the winter and more facilities were needed.” The club located a site for a new lodge at Martin, a stop on the Northern Pacific Railroad at the east portal of its tunnel under Stampede Pass. A fire near Stampede Pass left large areas clear of trees for “open slope skiing.” Although Martin was at a lower elevation than Snoqualmie Pass, it was on the eastern slopes of the Cascades and the snow there was drier than at the Pass, and the skiing better.

The Mountaineers first organized outing to Martin was in February 1928. Members traveled by railroad, stayed in railroad cars near the Stampede Pass tunnel, and were enthusiastic about the favorable terrain and accessibility by train “(no backpacking!).” It offered open areas around the weather station, the power line hill, and open timber slopes that were “ideally suited for ski touring that dominated the sport.” “The skiing was declared the best ever - indeed, the slopes rivaled those of Paradise Valley.”

In 1928, The Mountaineers approved \$1,700 to build a “plain ski shelter without luxurious embellishments” at Martin. Professor Edmund S. Meany, the club’s president for 27 years, bought 64 acres of land for \$125 which he donated to the club. In the fall of 1928, club members built Meany Ski Hut, located five minutes from the Martin stop. Materials were brought in by train and taken 300 yards to the site uphill by hand, including a 1,700 pound kitchen stove which was hauled with a block and tackle. It took two months of volunteer labor to build a 20 x 50 foot hut that accommodated 52 people to be used just for skiing. Round trip train fare to Martin was \$1.80 on

Northern Pacific trains. Members could also hike into Martin from the Sunset Highway over Snoqualmie Pass. Train service to the Ski Hut continued until 1960, when Burlington Northern (Northern Pacific's successor) canceled its stop at Martin, and The Mountaineers bought a snow tractor to bring its members from the highway.¹⁹



Meany Lodge, 1930s, Mountaineers' photo by Bob Sterling



Meany Lodge, 1930s, Mountaineers photo by Steere family.

Slalom racing was introduced in 1922, by Sir Arthur Lunn, who became an international

¹⁹ Meany Ski Hut was named after Edmund S. Meany, a long time professor of History at the University of Washington, who joined the Mountaineers in 1908, and was its president for 27 years. He climbed Washington's six highest peaks while he was over the age of 50, including Mount Meany, which was named for him. Stein, *Meany, Edmund Steven*, Historylink Essay 7885.

authority on skiing. He began the use of slalom gates (paired poles between which the skier must pass on his downward descent), and the modern Alpine slalom race was invented. Lunn founded the Oxford Ski Club and the Ski Club of Britain in 1903, the Alpine Ski Club in 1908, and the Kandahar Ski Club in 1924. He helped organize the Anglo-Swiss University ski tournament in 1925, an event that popularized slalom racing. In 1930, Lunn convinced the Federation Internationale de Ski (FIS) to recognize slalom and downhill racing, and he assisted in the introduction of Alpine skiing at the 1936 Olympic Games in Germany. Beginning in 1919, he edited the British Ski Yearbook for over 50 years, and wrote a number of books on skiing and mountaineering. He was knighted in 1952 for “service to British skiing and Anglo-Swiss relations.”²⁰

In 1930, under the leadership of Wolf Bauer, an immigrant from Germany, The Mountaineers began annual downhill and slalom races said by the Seattle Times to be the start of this kind of racing in the Pacific Northwest. Wolf Bauer won the first slalom race in 1930, Hans-Otto Giese was second, and Hans Grage was third. Grage won the downhill, Giese was second, and Bauer third. All three had immigrated from Europe. “Prior to that time occasional ski jumping and cross-country competitions had been held though not with any general recognition.”

The club marked a 20 mile trail between its Snoqualmie Summit Lodge and Meany Ski Hut. Beginning in 1930, Club Patrol Races were held that went along the crest of the Cascades between its two lodges. The event, in which three man patrol teams competed, was based on military patrol races common in Europe, such as Norwegian Army maneuvers where a three man unit, often a machine gun team, was sent to a specific point. Each team member carried a piece of the equipment and they all had to arrive together to assemble the gun. This was the only Patrol race in the

²⁰ “Sir Arthur Lunn, British Athlete,” *Encyclopedia Britannica*.

Northwest and probably the only one in the country. Teams left ten minutes apart, and all three members had to arrive at Meany Ski Hut within one minute of each other. Each team had to carry required equipment, which included an ax, compass, first-aid equipment, candles, a contour map, fifty feet of quarter-inch rope, emergency rations, flashlight, matches, snow glasses and specified clothing. Each team member had to carry a ten pound pack, although the packs typically weighted 15 - 20 pounds as they contained additional equipment such as food, ski wax, extra ski tips and repair parts for bindings. It took around 75 Mountaineers to run the race, which included operating the Snoqualmie Lodge and Meany Ski Hut, marking and preparing the trail, and having starters and finishers, often for just 15 racers. The average team took five to six hours to complete the race.

Patrol races began at the Snoqualmie Lodge at 3,200 feet, climbed up Olallie Meadows to 4,500 feet on the northeast side of Tinkham Peak, went down to Mirror Lake at 4,200 feet, down Meadow Lake to the junction of Dandy Creek at 3,000 feet, back up to Dandy Pass at 3,700 feet, and down to Meany Hut at 2,900 feet. The finish of the race was spectacular. “To watch the men at the end of an 18-mile race over the roughest kind of terrain, their legs all numb from fatigue, try to run down the steep lane at Meany and cross the finish line in some kind of an upright position filled the audience with suspense, sympathy and admiration,” according to the Seattle Times.²¹

Before the first Patrol race was run in 1930, a Seattle Times article, *Women Can Ski Expertly as Men*, featured Mrs. Stewart Walsh, a Mountaineer who was “a firm believer in the future of Puget Sound as a national winter resort.” She complained that “women have neglected skiing terribly.”

²¹ “Mountaineers First to Hold Schuss Runs,” *Seattle Times*, November 18, 1936 (page 43); Lundin, *Cle Elum Ski Club, 1921 - 1933*, Essay 10169, historylink.org; The Mountaineer’s Application for Pacific Northwest Ski Association Membership, 1936, in Bresko Collection. There was access by train to Martin until 1960, when Burlington Northern (Northern Pacific’s successor) canceled its stop at Martin, and the Mountaineers bought a snow tractor to bring its members from the highway into the Ski Hut. Craig Hill, “Washington Ski Lodge a Step Back in Time,” *Tacoma News Tribune, Idaho Statesman*, March 10, 2013.

Eight years before only five women showed up for a Mountaineers ski meet, although by 1930, there were 150 women who skied and could “do it well.” They could do everything that men could do - except ski jump, which they could do but it “isn’t generally recommended.” Northwest women should be as expert on “wooden runners” as their Scandinavian and Swiss sisters. To prove her point, she “made the difficult twenty-miles between the Snoqualmie Lodge of the Mountaineers Club and the Meany Ski Hut at Martin - the first woman to perform a feat that has been equaled by only six men.”

Four patrol teams entered the first Patrol Race on March 23, 1930 facing unfavorable conditions due to several days of fresh snow. The team of Hans Otto Giese, Andy Anderson and Fred Ball won the race in a time of 7 ½ hours. No Patrol Races were held in 1931 and 1934. In 1932, the race was won by the team of Norval W. Grigg, Fred W. Ball and Hans Otto Giese. The 1933 Patrol Race was won by “the hard-running team of Art Wilson, Herbert Standberg and Dan Blair,” in a record-breaking time of five hours and 32 minutes. Patrol races were held until 1941, and The Mountaineers reinstated the race in 2014.¹

NEW SKI FACILITIES ARE BUILT ON SNOQUALMIE PASS

During the 1920s, permits were required to cross Snqualmie Pass from the state highway department in North Bend. The number of travelers was telephoned to the other side and search parties were dispatched when a car failed to arrive. Travelers without permits were fined “a hefty \$250.” Those driving to Snoqualmie Pass before 1931 parked at Denny Creek and climbed on skis for several hours to the summit. In the late 1920s, Seattle’s Garfield High School counselor Harry B. Cunningham began taking students on snowshoe expeditions by ski bus to Snoqualmie Pass, either to Rockdale, the west portal of the Milwaukee Road tunnel, or Hyak the east portal. When

Cunningham found that a majority of the expeditions were skiers, he began taking them on ski trips. Cunningham later became the Garfield Ski Club advisor and operated a ski store in his garage in Seattle's Montlake neighborhood.²

In the winter of 1931, the Washington State Highway Department kept Snoqualmie Pass open for the first time throughout the winter, providing access by car for skiers. By 1934, the highway was paved from Seattle to Snoqualmie Pass. This created "unprecedented access," greatly expanded skiing opportunities around the Pass, and the sport became more accessible and popular.

The 1933 Mountaineers Annual said "Snoqualmie Pass a few years ago was almost as remote and mysterious in winter as Little America [Antarctica] is today. It was not only an event but an actual achievement for anyone outside of the initiated to visit the summit in winter months." Driving to the Pass before the highway was paved was a four-hour ordeal. Drivers had to go through the Seattle suburbs of Lake City, Lake Forest Park, Juanita, Kirkland, and Redmond. Then narrow country roads went to Snoqualmie Falls and North Bend where a narrow unpaved track wound its way up to the Pass. "A winter trip meant tire chains and the ever-present danger of sliding into a ditch."

In the early and mid-1930s, interest in Alpine skiing grew, private ski lodges were built, and ski clubs formed on Snoqualmie Pass and elsewhere. Skiing was initially centered around private clubs and their ski hills, which were narrow runs cut through trees. The new sport of slalom racing appeared, quickly became popular, and ski clubs began having regular competitions against each other.

D. 1928 - 1934: NEW SKI CLUBS FORM, SNOQUALMIE PASS IS KEPT OPEN DURING THE WINTER, & SEATTLE OPENS ITS MUNICIPAL SKI PARK

In 1929, skiing increased on Snoqualmie Pass because of efforts of Norwegian ski jumpers who founded the Seattle Ski Club. They used an abandoned construction camp as its base, and built a ski jump at Beaver Lake Hill, now part of Snoqualmie Pass Ski Area. Their cabin was a steep 1 1/4 mile hike from the old Denny Creek Ranger Station in the summer, or a 1 2/3 mile struggle over a snow covered trail from the Milwaukee Road's Rockdale railroad station in winter. The club built a ski jump using the natural terrain of the hill, unlike other jumps that built large scaffolds to gain elevation and slope. Olav Ulland, a famous Norwegian ski jumper who moved to Seattle in 1937, described the hike from the highway to the Beaver Lake jump. "To get back to Beaver lake, it lays about 3/4 of a mile uphill from the Sunset Highway and the hike to the jumps is not one to encourage attendance."²²

In January 1930, Reidar Gjolme, President of the Seattle Ski Club, announced that the club leased a piece of land owned by Northern Pacific Railroad one-half mile from the club's Snoqualmie Summit facility, an abandoned Milwaukee Railroad construction camp. The club obtained a ten year lease on one acre of land from Northern Pacific for a lodge and camp at "minimal consideration," by paying the taxes assessed against the property. The land was close to Snoqualmie Summit, accessible to the Milwaukee Railway and the Sunset Highway, and close to a ski runway and jump on Government land.²³

With the lease in hand, the club was going ahead with its plans to hold its first annual Pacific

²² Ulland, Olav, *Seattle Ski Club Jumping - Past and Present*, 1947 American Ski Journal.

²³ According to a letter found in the Northern Pacific archives, the railroad was contacted by a gentleman with the Norwegian-American Steamship Line that controlled considerable passenger business seeking to lease land, "and the Traffic Department is interested in seeing that the lease be granted." The land had no value to the railroad except for a deposit of lime rock that might be developed in the future, and the use by the Ski Club would not interfere with the operation of the lime rock quarry. Northern Pacific Archives, Minneapolis Minnesota, Box 134.K.4.10 (C), letter of December 23, 1929, to Mr. Donnelly from J. M. Hughes, Land Commissioner.

Northwest ski championships on January 9, 1930, the “largest event of its kind ever held in this section.” Gjolme said “we have obtained one of the finest sites for the holding of a ski meet in the state...A beautiful hill is on the property which should result in some new records being set.” The club planned to build a lodge the following summer that will have “more than 50 bunks for men and will include special quarters for women. It will be the first lodge of its kind in this section.” The tournament will be for amateurs only. The road commissioners promised to keep the road open to the summit so spectators would be able to drive to the tournament. “The trail will be kept clear from the summit to the skiing hill.” The Seattle Ski Club had 200 members, which included a number of former titleholders from other nations.²⁴

Beginning in 1930, the club held annual jumping competitions which along with tournaments at Leavenworth and Cle Elum, attracted national caliber competitors. Jumpers traveled to all three to compete, and at Snoqualmie, skiers hiked up the hill using skins to go off the jump. In 1931, its lodge was described as “an abandoned construction camp in Snoqualmie Pass, where its members, including almost the whole Norwegian colony, have built a timber jump with one of the steepest landings in the world - a hill three or four degrees steeper than the famous Hollmenkollen Hill in Norway.” Its 1931 tournament was a regional tryout for the 1932 Olympics at Lake Placid, New York, and the Milwaukee Road provided a special train to the event. The club hosted the U.S. Olympic jumping trials in 1947, and the U.S. championships in 1948, held at the Milwaukee Bowl. In 1931, the Club built a new three story lodge at the Summit at the old Milwaukee Road Laconia rail stop. On December 27, 1931, the Seattle Times published a picture of seven women in ski clothes standing in front of the new lodge, with a caption saying “a bevy of pretty sportswomen at

²⁴ *Northwest Ski Title Event Set for Feb. 9*, Seattle Times, January 5, 1930 (page 28).

the Seattle Ski Club's Snoqualmie Lodge ready for a day's outing on the Cascades, they greet Old Man Winter with smiles."²⁵



The Seattle Ski Club lodge was built at Snoqualmie Pass in the late 1920s. Most of the club's early members were Norwegian jumpers and cross-country skiers. The building had a kitchen, dining room, and large lobby on the first floor that was used for dances. Sleeping quarters were on the upper floor. Nearly every winter weekend, club members could be found on the Beaver Lake jumping hills. At night, they enjoyed singing and dancing to an accordion in the lodge. (Courtesy Jack Leeper.)

Kinnick, *Images of America: Snoqualmie Pass*

Kendall Peak Lodge was built in 1930, on Snoqualmie Summit by several families from Seattle who were winter sports enthusiasts. The lodge had two and a half stories and accommodated twenty persons. It was located close to Snoqualmie Ski Park, which opened in 1934, where the members would have the advantage of “a clear smooth ski run to practice ‘S’ turn, Christianias and Telemarks, swings to the right and left, and the whole country around which to explore.” A 1934 article about the lodge had a picture of a number of Seattle couples who spent their winter weekends

²⁵ Galvin, *Ski Clubs in Washington Over the Last 100 Years*, Sahalie Historical Note #1; *Whence Goes Western Haut Monde for Skiing*, Seattle Times, January 25, 1931, (page 25); *Old Snoqualmie Lodge*, Mountaineers Annual, 1956, page 58, Alpenglow.org/ski-history/notes/period/mtneer-b/; Picture, Seattle Times, December 27, 1931 (page 49).

at the lodge.²⁶

1930 - PNSA is Formed

In 1930, the Pacific Northwest Ski Association (PNSA) was organized by 17 representatives of six ski clubs, the Cle Elum Ski Club, the Seattle Ski Club, the Leavenworth Ski Club, the Bend (Oregon) Skyliners, Hood River Ski Club and the Cascade Ski Club of Portland. John Bresko represented the Cle Elum Ski Club. The clubs banded together to sponsor regional jumping and cross-country competitions, to coordinate calendars, and to keep competition at a high quality. The mission of the PNSA was to promote skiing and ski competitions in the Northwest, and for “each club...to assist each other – to the very vital end that skiing be encouraged for the youth of the Northwest, and that it be developed as part of the winter sports program designed to bring folk here from all the world.” The PNSA pioneered the testing of and establishment of standards for ski instructors, and became the official regional organization for the National Ski Association to promote sanctioned ski competitions in the Northwest according to NSA and FIS rules.

The PNSA later stated the aims of the organization. “Our interest centers on competitive skiing...Recreational skiing is something else. We encourage it, but competitive skiing is the reason for the existence of this association. With that in mind we wish to encourage among those rapidly developing in recreational ranks, the desire for competitive event. Only with such encouragement can tournament skiing be maintained and developed.”²⁷

²⁶ Three pictures of Kendall Lodge skiers, “all excellent skiers who enjoy many weekends at Kendell Peak at the Summit,” showed Mr. & Mrs. R. Kline Hillman, Mr. & Mrs Stevens Tucker, Thomas Youell, Mrs. Theodore Tuna, and Mrs. L. M. Fobes. *Seattle Group Finds Winter Fun at Lodge & Society Skis and Smiles at Summit*, Seattle Times, January 28, 1934, page 13.

²⁷ Galvin, *Ski Racing and the PNSA, 1930s to the '50s*, Sahalie Historical Note #17; *Ski Meet Set, Spokane Joins, McNeil is Boss*, Seattle Times, January 30, 1933 (page 14)..

1931 - Snoqualmie Pass is Kept Open During the Winter & Seattle Ski Club Lodge is Built

In the winter of 1931, Snoqualmie Pass saw the results of nearly a decade of work by the Washington State Highway Department. Beginning in 1923, major improvements had been made to the highway over Snoqualmie Pass with federal dollars under the Federal Highway Act of 1921. These improvements, funded under Federal Aid Project #142, included hard-surface paving and new road alignments. In 1926, the state highway department began paving the road, removing blind curves, and building new bridges. Portions of the road were relocated, bypassing the upper switchbacks created when the road was built in 1914-15. In the late 1920s, oil was used to help keep dust down. In 1927, speed limits ranged from 30 to 40 miles an hour, although this speed was difficult to attain, so State patrol officers used stop watches to measure speed traveled by motorists.



ONE SCOOP AT A TIME



A TIGHT SQUEEZE

In the winter of 1931, Snoqualmie Pass was plowed a n d remained open for the first time throughout the winter, providing access by car for skiers who came

in droves for winter recreation. By 1934, the highway was paved from Seattle to Snoqualmie Pass. The Washington Highway Department published posters celebrating their work on Snoqualmie Pass which are in the Washington State Archives. The following pictures are from *Images of America: Snoqualmie Pass* by John and Chery Kinnick, and show the steam shovel used to clear the road and the conditions of the highway for motorists in those early days of winter travel.²⁸

In January 1931, the Seattle Times published an article describing how popular skiing had become in the Northwest, *Whence Goes Western Haut Monde for Skiing*. Until five years ago, Vogue carried pictures of St. Moritz in January and February.

Now Seattle and its slightly less pretentious friends, Portland and Vancouver, have discovered winter in seven or eight places; the western haut monde migrate every weekend in cars and gets its fill of skiing, of tobogganing, of unexpected falls...And everyone skis....

Then there re the expert skiers, some of the most foremost in the world today, members of the Seattle Ski Club and nucleus of the decidedly thrilling winter meets. The headquarters of the Ski Club are almost as picturesque as the members. They are in an abandoned construction camp in Snoqualmie Pass where the members, including almost the whole Norwegian community, have built a timber jump with one of the steepest landings in the world - a hill three or four degrees steeper than the famous Hollmenkollen Hill in Norway.

And the tournaments - pageantry and color - with expert ski jumpers and lovers of winter sports coming from Canada, from the East, and even from abroad. The meet at Leavenworth, in the Stevens Pass this weekend; the winter sport tournament at Banff and Lake Louise in February; and the annual meet in Snoqualmie Pass in March. Each one with its following of two or three thousand people, and the bracing thrill of the cleanest of sports.²⁹

In May 1931, the Seattle Ski Club appropriated \$7,000 for improvements to its facility on

²⁸ During this time frame, the Sunset Highway received official designations as State Road No. 2, Primary State Route No. 2, and U.S. Highway 10. The old Sunset Highway.pfd; Snoqualmie Pass Becomes a Highway: From Indian Trail, to Wagon Road, to Interstate| Suite101.com <http://elizabeth-gibson.suite101.com/snoqualmie-pass-becomes-a-highway>.

²⁹ *Whence Goes Western Haut Monde for Skiing*, Seattle Times, January 25, 1931 (page 25).

Snoqualmie Pass. \$6,000 would be used to construct a new club house with sleeping quarters, lockers, showers, and an assembly room for members and guests. The rest would be used to expand its jumping hill, by refurbishing its takeoff and correcting its pitch. The run was lengthened, stumps removed, and the landing skid regraded. The club completed its new lodge in the fall of 1931, built on land it leased from the Northern Pacific Railroad. It was a three-story structure with a pitched roof sheer enough the edge off the heavy winter snow. The first floor has a large lounge with the customary mountain fireplace. The second floor had a big receiving lounge, convertible to a dining room, with a kitchen in the back. The third floor had a sleeping lounge for 200 men.³⁰

In December 1931, the Seattle Ski Club inaugurated its “Big Hill” where \$1,000 had been spent in the summer to make its jump one of the best in the United States. “The Big Hill has the sheerest pitch of any in America. All summer long, a diligent crew graded and regraded, took out stumps, smoothed those occasional bumps even the best trained course will develop.” Before, the take off gate was too sharply accentuated that only one 199 foot jump was registered. “This year the ground’s the limit, and the ground stretches exceedingly far.”³¹

1932 - Two More Ski Club Lodges are Built on Snoqualmie Pass

In 1931 and 1932, two new ski clubs were built on Snoqualmie Pass. In 1931, the Sahalie Ski Club (originally called the Commonwealth Ski Club) built a lodge on what is now the Alpentel road on 45 acres of land purchased from the Northern Pacific Railroad. The Seattle Times of December 27, 1931, said *New Ski Club Makes Bow to Northwest*, as the organizers of the Commonwealth Ski

³⁰ *\$7,000 Fund is Appropriated for Ski Hill*, Seattle Times, May 5, 1932 (page 21); *Fans Will Dedicate Ski Clubhouse*, Seattle Times, October 18, 1932 (page 20); *New Ski Home to be Thrown Open Sunday*, Seattle Times, October 15, 1932 (page 27).

³¹ *Snow Flies*, Seattle Times September 17, 1941 (page 25); *Big Hill to Get Baptism Sunday*, Seattle Times, December 18, 1931 (page 18).

Club, the newest organization of winter sports enthusiasts, held a house-warming at their new lodge below the summit, “and now looks to a filled cabin for every weekend during the winter” which had sleeping accommodations for forty.

The Sahalie lodge was designed by noted Seattle architect Arthur Loveless, was “three stories in height with a full basement, built in the form of two L’s, with a three flue chimney thrust through the center,” and slept 40. In 1933, the new lodge was called “very imposing, to the left as one approaches the Summit. It has the added comfort of steam heat, so we’ve been told,” and it was later referred to as “pretentious.”

Commonwealth Ski Club began offering ski lessons for its members in the 1933/34 season. This was a major step forward, since early skiing was mostly cross-country, and when new skiers tried to go downhill, there were a lot of injuries. “Controlled” skiing using turns was a relatively new concept being pushed by ski promoters. Commonwealth employed some of the best skiers available: the initial teachers were Ben Thompson, Hans Grage and Don Fraser, all huge names in early Northwest skiing. Skiers learned “to do level running, execute kick turns, exhibit proper handling of ski poles and descend a slight slope in various fundamental positions.”

The following pictures, appearing courtesy of the Sahalie Ski Club, show how the lodge was expanded from a small structure in 1931 to an L shaped building.



Sahalie Lodge from the Sunset Highway, 1930s. Photo from *Snoqualmie Pass*, by Yvonne Prater



Sahalie Ski Club Lodge. Photo from *Images of America: Snoqualmie Pass*, John & Chery Kinnick.



Sahalie Ski Club 1937

1938 Sahalie Lodge photo by Pio Panieri



The Washington Alpine Club built its Guye Cabin nearby the Commonwealth Lodge in 1932. Both ski lodges were near the north loop of the old Milwaukee Railroad tracks before the tunnel was built.³²

Skiing Grows in Popularity

In January 1932, the Seattle Times said “the whole world seems suddenly to have gone skiing.” A few years before, skiers at Snoqualmie Pass had the hills to themselves, but then along came Ben Thompson “and skiing began to rise in importance.” Ben and his mates at the Seattle Ski Club built facilities and gathered jumpers, and “crowds began to grow where no crowds ever were before, that is, before the advent of skiing.” Now, those crowds “plunge into the mountains Sunday

³² *New Ski Club Makes Bow to Northwest*, Seattle Times December 27, 1931 (page 19); Galvin, *The Snoqualmie Pass Ski Lodges*, Sahalie Historical Note # 7; Galvin, *The Original Lodge of the 1930s*, Sahalie Historical Note #4.

after Sunday in quest of snow.” A few years before, it was hard to find ski equipment to buy, but in 1932, one Seattle store sold 2,000 pairs of skis in one month, and another store stocked thousands of dollars of skis, straps, mountain clothing, etc.³³

Local skiers made the news in the summer of 1933, because of their mountaineering skills. Hans Otto Giese, Dr. Otto Strizek, Jr. Made the first ski ascent of Mount St. Helens in June, where they “skidded 1,000 feet down an icy slope. In July Giese and Don Fraser, both Seattle Ski Club members,

made the first uninterrupted ski ascent of Mount Baker...Having made the top of the mountain in six and one-half hours of climbing, Giese and Fraser proceeded to drop back to the timberline - 6,750 feet down below - in thirty minutes of rapid Christies around the crevasses....Giese and Fraser were not compelled to resort to artificial devices - like canvas sox over the skis - to make the ascent.³⁴

The *Seattle Times* of January 18, 1933, announced “Thousands Hit Snow Trails,” and described the huge number of skiers who were traveling to the mountains every weekend.

Spread along Snoqualmie Pass from North Bend to Cle Elum were automobiles Sunday and Saturday - and from those machines, etched in the snow, criss-crossed and twisted, were thousands of parallel grooves, mute testimony to a Washington yen for skiing. “You never saw anything like it,” Ray Snyder of Summit and Jack McGrath of North Bend, who keep an er to the ground..”Crowds have been anywhere from 2,000 to 4,000 every week-end since the first snow fell - and they grow larger every Sunday.

And that was only one sector of the skiing front. Ben Thompson, Paradise Lodge manager and ski veteran, made an added report from the foot of Mount Rainier. “There never have been such crowds of skiers as we’ve seen this year,” he said. “They come Saturday and ski all night. They have what used to be nice, unmarked snow crossed and criss-crossed and sometimes tumbled where they took an easy spill - and they keep coming in bigger numbers.”

Six or seven years ago, skiing was limited to “those from the old country who had skiing as a heritage,

³³ “It Isn’t News, But!,” by Alex Shults, *Seattle Times*, January 17, 1932 (page 24).

³⁴ “Two Seattle Skiers Climb Mount Baker,” *Seattle Times*, July 24, 1933 (page 5).

but the idea caught on. Once propped on a pair of skis, the enthusiast couldn't let go. He couldn't even keep quiet about it. He insisted on others trying it." The Times was cooperating by publishing ski photos, which have "as lovely a pictorial composition as may be had." Last Sunday's turnout to Snoqualmie Pass, Paradise Valley, Stampede on the Northern Pacific Line, and Mount Baker "was tremendous." There was six feet of snow at the Summit, 10 feet at Paradise, and seven feet at Mount Baker.

Contrary to suspicion, the sport isn't dangerous. Not that the embryo skier should essay a 200-foot jump, or even a 30-foot jump, without the ability to do it. Or that one should try night-skiing unless equipped with landing lights and a knowledge of the trail. But the ordinary ski fall is much more trivial than tripping over a curb. Snow yields. Concrete doesn't.³⁵

In September 1933, the Seattle Ski Club decided to add slalom events to the Pacific Northwest Ski Association winter racing schedule. Until then, the organization's tournaments had been limited to nordic events, either jumping or cross-country. Slalom skiing, "which calls for the highest sort of skill," had been introduced by Ben Thompson when he was in charge of winter sports operations the prior winter at Rainier National Park, and "caught on by wildfire."

The race is entirely a downhill affair between staggered sets of flags. A skier, hurling down as speeds as great as fifty miles an hour, is compelled to pass between the narrow rows of flags, make right-angle turns at full speed, whip and swivel his way down the twisting trail to the bottom. Spills are frequent. Matchless grace is necessary.

Members of the Seattle Ski Club were planning to work on its jumping hill and string electric lights in the small prairie back of its clubhouse at Snoqualmie Summit.³⁶

Later in September 1933, the Washington Ski Club gave citations to 14 of its members who

³⁵ *Thousands Hit Ski Trails, Summit, Paradise Valley Jammed with Skiers*, Seattle Times, January 18, 1933 (page 16).

³⁶ *Slalom Racing Incorporated in Ski Program*, Seattle Times, September 20, 1933 (page 16).

made mountain ascents on skis, “a feat of mountaineering far more difficult in the field than the equally strenuous but firmer method of foot climbing.” Bob Sperlin and Ed Loners were cited for their notable climb of Mount Baker on skis four years before, where they experienced glaciers that had to be avoided and glare ice. Their climb became known only after Hans Otto Giese and Don Fraser climbed Baker the prior summer, and the Times carried a story saying that it was the first uninterrupted ski climb to the summit and back. W. J. Bill Maxwell was credited with having climbed the highest on Mount Rainier on skis, to 12,500 feet up Emmons Glacier, where he was stopped by a blizzard. He also made the first known ascent of Denny Mountain on skis in May 1926, a feat he repeated March 1933. All the ascents were made entirely on skis without the use of climbing equipment except for rough-locks, sealskins and ski poles.³⁷

In the fall of 1933, concern was expressed about the future of ski jumping in the Northwest because of the growing popularity of Alpine skiing, with the *Seattle Times* saying, “Americans’ Ski Prospects Bad; Talent is Shy.” Local ski clubs need tournament jumpers but “they are not developing any, and while the situation is not yet acute, in five years it will be.” The local Norwegian-born jumpers who immigrated when they were young were improving, “but the American born skier...isn’t making his appearance in sufficient number to do the tournaments any good.” The Northwest had more than 60 capable jumpers, ten or more who are “ranked as national caliber,” but almost all had Norwegian parents. “The American skier so far has turned to downhill and slalom racing, or recreational skiing.” The Seattle Ski Club vowed to encourage youngsters of 14 or 15 to take up jumping and bring them to the club cabin at the Summit and teach them the fundamentals of the sport. The established competitors are growing old, and

³⁷ *Ski Ascents of Peaks Cited by Climbing Club*, Seattle Times, September 23, 1933 (page 7).

jumping on skis is not a sport to be taken with the same measure of abandon at the age of 30 as one does at 20. Caution becomes mandatory. A 30-year-old human frame becomes more brittle; and brittleness in a ski-hill spill, at 60 miles an hour and better, all too frequently means broken bones.

The future of American ski-jumping lies with the youngsters.³⁸

On November 10, 1933, the *Seattle Times* described the excitement over the upcoming ski season which was expected to be bigger than ever.

It's the time of year now when the skiing season is upon us, when thoughts turn to the dips and the thrills and the challenge of this swiftest of outdoor sports. It's the time when all roads - even those you plow through on snowshoes - lead to Paradise, Mount Rainier National Park, for that is to the West what the Bavarian Alps, the Austrian Tyrol is to Europeans, and it's the Lake Placid region of the west. St. Moritz is not a far cry from us yodelers and skiers! Sharing honors with Rainier is the Summit, another playground for winter sports.

A fast new sport called slalom was becoming popular, which was

a sport for swift skills and certain nerves. You start at the top of a 2,000 foot slide. There are flags placed at intervals along the 2,000 feet and you steer dexterously in and out of this path of flags. Fine, if you know how to do it! The skiers in their bright colored clothes, winding in and out of the flags, darting like flamingo winged birds to the bottom of the slide, reminded one somewhat of the highly colored balls in a pushball game being released from their grooves. It's decidedly a sport for the young and adventurous, is this slalom.

For the ski season of 1932, Mount Rainier National Park opened 15 cabins, and 42 new cabins opened in 1933. Dozens of Seattle couples had leased quarters for the season at the new 35 room Winter Lodge, along with 37 rooms in the old lodge. The article named 10 couples or singles that had leased quarters for the 1934 ski season. "There's dancing in the lobby at night, there's skiing on the side hills in the gleam of a big searchlight that plays on the snowbanks, giving the whole scene the effect of a tinselled Christmas postcard." The Paradise Ski Club, a Paradise Valley Mount Rainier product, formed in the fall of 1933, and had "thirty members and rapidly recruiting." Ken Syverson of

³⁸ "Americans' Ski Prospects Bad; Talent is Shy," *Seattle Times*, November 3, 1933 (page 20)

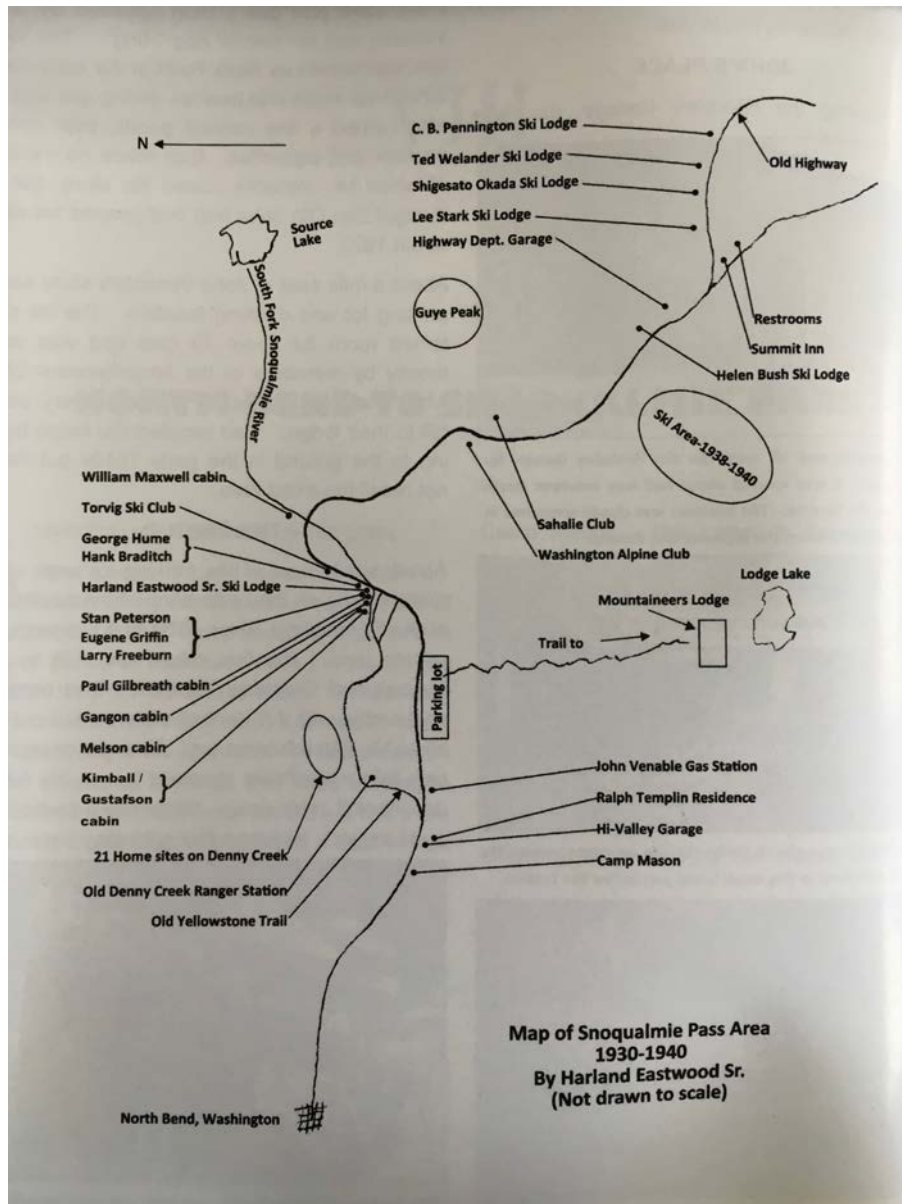
Tacoma was elected president.

By the ski season of 1934, several private homes had been built near Snoqualmie Pass, including one on Surveyors Lake, and Phil Bailey's cabin at the Summit designed after a Swiss chalet. "Both will shortly be filled with happy weekend guests." Tony Talbot had a ski cabin below the Summit. Kendall Peak Lodge had been built by a number of Seattle couples, and "soon will be filled with enthusiastic skiers."³⁹ The College Club lodge built above Lake Ketchelus by club members, called Mountain Goat Lodge, was recently renamed the Roaring Creek Lodge. The newest winter dwelling was the Helen Bush School Lodge, owned by the school and available to pupils and their friends.⁴⁰ The Mountaineer's Snoqualmie Lodge was the oldest at the pass, and the club had another lodge at Martin, the Meany Ski Hut, "where one goes up on the train and where skiing is best of all." A few miles beyond Martin were the box cars the Washington Alpine Club used, beside its grand new lodge built the prior year, just three miles below the summit. The Seattle Ski Club had a lodge at the summit, and some of the best skiers in the Northwest. The Commonwealth Club had an imposing lodge with the added comfort of steam heat. In January 1934, the *Seattle Times* published three pictures of the Kendall Peak Lodge Group, "Society Skis and Smiles at Summit." The pictures showed members of the Lodge skiing through a silver forest, on a bright sunny day, "all excellent

³⁹ *W.A.C. Goes Out*, Seattle Times, January 13, 1933 (page 13). Those who built Kendall Peak Lodge included Cecil Willis, Lee Hinman, Mr. & Mrs. Donald P. Thomas, Kenneth J. Morford, J. Bartow Fite, W. Steven Tucker, Jean Saunders, Maurice Vining and L. M. Forbes. *With Virginia Boren, Skiing High, Skiing Low*, Seattle Times, November 10, 1933 (page 20).

⁴⁰ In the fall of 1933, Helen Bush School built a log ski cabin designed by architect Carl F. Gould, "just off the old road." It was built on a hill with a ski run on the meadow below on three acres of woodland and meadow, with a view balcony which overlooks Snoqualmie and Guye Peaks. There were built in bunks, tables of cedar slabs, and a large cobblestone fireplace. "This cabin is one of the prides of the Bush School students." A house warming for the new cabin was held on Halloween weekend. *Helen Bush Lodge Will Hold House Warming*, Seattle Times, November 2, 1933 (page 18).

skiers who enjoy many week-ends at their lodge, at the Summit of the Cascades. There were a number of other private lodges and cabins west of the Summit near Denny Creek.⁴¹



Map of private cabins & lodges near Snoqualmie Pass 1930 - 1940, courtesy of Harland Eastland, Jr. Map drawn by his father.

⁴¹ *Practice Yodeling, for Ski Days are at Hand*, with Virginia Boren, Skiing High, Skiing Low, Seattle Times, November 10, 1933 (page 20); *Snow is Falling! Paradise Ski Club Forms*, December 7, 1933 (page 17); *Society Skis and Smiles at Summit*, Seattle Times, January 28, 1934 (page 13).



Helen Bush lodge on Snoqualmie Pass. Courtesy of Harland Eastland, Jr.

1933 Spokane Ski Club Opens Lodge

In May of 1932, the Spokane Ski Club began building a lodge on 80 acres of land on Mt. Spokane leased from A. P. Lidner. Huge peeled logs two feet in diameter were used to construct the lodge, which was 72 feet long and was built by ski club members. Bricks for the huge fireplace and chimney came from the old Diamond Watch Mine. The lodge was formally opened New Year's day of 1933. The club cleared a training hill on the mountainside, put in a 135 foot jump, and was clearing trees for a slalom hill. The Spokane Ski Club hosted a number of ski tournaments at its site.⁴²

The first jumping tournament of 1933 was the Wandermere Country Club Class A event outside of Spokane. The Seattle Times said "the Spokane Ski Club, newest organization to perfect a Northwest ski hill and set out to popularize it, gets brilliant representation at its opening tournament Sunday on the big slide at Wandermere Golf Club. Their invitations have been accepted by every major ski club in the Northwest." The tournament would be truly an international competition with

⁴² *Members Turn Builders*, Spokesman-Review, October 7, 1933 (page 23).

Seattle sending six competitors, Leavenworth two, Cle Elum one, Nelson, B.C. three, Ione three, Coeur d'Alene two, Revelstoke, B.C. three, Kingsgate-Eastport four, Princeton two, and Portland three. Nordal Kalhahl from Hollyburn, B.C. and his chief rival for Northwest jumping honors, John Elvrum, both competed. Two Seattle jumping experts were the judges - Peter Hostmark and Allen Granstrom. Nordal Kaldahl of the Hollyburn Pacific Ski Club of Vancouver won the tournament, nosing out his primary competition, John Elvrum of the Cascade Ski Club of Portland, who had been runner-up for the national Class A championship in 1932. The Class B event was won by Olaf Skjersaa of the Skyliner's Ski Club of Bend, Or. A strong cross-wind handicapped the jumpers and cut down on their distance. 25,000 spectators attended the Spokane tournament. The Spokane Ski Club was admitted into the Pacific Northwest Ski Association two weeks after its first tournament, which set forth the aims of the organization.

Our interest centers on competitive skiing...Recreational skiing is something else. We encourage it, but competitive skiing is the reason for the existence of this association. With that in mind we wish to encourage among those rapidly developing in recreational ranks, the desire for competitive event. Only with such encouragement can tournament skiing be maintained and developed.⁴³

Showing that the Northwest was a relative newcomer in ski jumping competitions, on the same day as the 1933 Spokane tournament, the 27th annual Norge Ski Slide and annual tournament was held in Illinois. American-born jumpers had a new record to celebrate as Roy Mikkleson of Auburn, California leaped 176 feet at the event, although the tournament was won by Casper Oimoen of Minot, North Dakota, who had been the captain of the U.S. Olympic team in 1932. The spectators were entertained by Johanna Kolstad, "a 19-year old Norwegian girl skier" who made three exhibition

⁴³ *Ski-Jumpers on Way to Spokane*, Seattle Times, January 13, 1933 (page 13); *Kaldahl Ski Winner, Elvrum Loses to Canadian in Class A Jumps*, Seattle Times, January 16, 1933 (page 15).

jumps of 125, 136 and 128 feet.⁴⁴

John Elvrum was upset at the results of the Spokane tournament, and he did not compete in the next event, Seattle Ski Club's Third Annual Pacific Northwest Championship Tournament held on the Beaver Lake jump at Snoqualmie Summit. The Seattle Times said that Elvrum "was irked by the ruling of the Spokane judges during the big tournaments two weeks ago which awarded the championship to Nordal Kaldahl over the Norwegian star." Tom Mobraaten of the Vancouver, B.C. Ski Club won the combined cross-country and jumping championships of the Pacific Northwest Ski Association tournament on Snoqualmie Pass' Big Hill, although he finished second in Class A jumping to Nordal Kaldahl. The following weekend, a special ski jumping competition was held at Snoqualmie Pass to raise money for "an injured buddy," John Larson, an Everett cross-country skier who "pitched into a stump just before the start of the Northwest racing championships" the prior weekend and was crippled by a broken hip. An admission fee of \$.25 raised \$136.25 for Larson.⁴⁵

The Mountaineers 1933 Patrol Race, "a 20 mile trail-breaking crusade" from the club's Snoqualmie Pass lodge to its Meany Lodge on Stampede Pass, was won by the team of Art Wilson, Herbert Strandberg and Don Blair in a record-breaking time of 5 hours, 32 minutes. Second was the team of Paul Shorrock, Fran LeSourd and Ted Lewis, and third was the team of Hans Otto Giese, Norval Griggs and Fred Ball.⁴⁶

The 1934 Spokane tournament was the first National Ski Association recognized event of the

⁴⁴ *Oimoen, Mikkleson Figure in Ski Meet*, Seattle Times, January 16, 1933 (page 15).

⁴⁵ *Kaldahl Takes Class A Crown in Big Tourney*, Seattle Times, January 30, 1933 (page 14); *Mobraaten Wins First in Ski Jump*, Seattle Times, February 6, 1933 (page 14).

⁴⁶ *Mountaineers Hold Races*, Seattle Times, February 6, 1933 (page 14).

year. The host ski club “breathed a sigh of relief” when John Elvrum and Hjalmar Hvan from Portland announced they would compete there instead of going to the National Jumping Tournament at Fox River Grove, Ill., as the Cascade Ski Club could not afford to send them. This added to “an imposing entry list.” Nordal Kaldahl had spent the summer “in rigorous training working in the Canadian woods and playing soccer every Sunday.

The tournament experienced “a scene more suggestive of spring than winter,” and snow had to be imported from the Cascades so it could proceed. John Evrum, “who jumps as if he had steel springs in his legs and wings at his shoulders blades,” won the second annual Spokane tournament at Wandermere Hill, “fighting cross-winds that even aviators took notice of yesterday, winds that flipped aloft the slats of many less agile jumpers.” Tom Mobraaten and Henry Solvedt had longer jumps, but “they didn’t have the class.” Evrum was followed by Tom Mobraaten of the Vancouver Ski Club, Henry Solvedt of Vancouver, Hermod Bakke of Leavenworth, Heige Sather of Leavenworth, Hans Gunnarsen, Vancouver, and Arne Wain, Grouse Mountain. The Class B event was won by Sigurd Hansen of Ione Winter Sports Club.

The father-son team from Ione, Sigurd and Sven Hansen entertained the 7,500 spectators. Sigurd was 50 years old and a former national champion, and he outdistanced his son in both his jumps. “Age,” he said “has nothing to do with it.”

D. 1934 - ALPINE SKIING CHALLENGES SKI JUMPING FOR POPULARITY

By 1934, Alpine skiing had grown in popularity creating speculation that it might displace ski jumping as the primary winter sport. The Seattle Times reported on the “growing interest in winter sports,” illustrated by the fact that 2,500 skiers were in local ski clubs, 3,000 to 5,000 spectators attended ski jumping events at Snoqualmie Pass, 400 cabin reservations had been made

for that winter at Paradise Valley, and 10,000 persons “participate in some form of winter sports every weekend.” In January 1934, the Seattle Chamber of Commerce appointed a special committee on winter sports to explore ways to lengthen the tourist season in the Northwest. Rainier National Park and Mt. Baker National Forest offer excellent snow after the snow season closed in the Northeast, “and many persons could be brought here as visitors to participate in winter sports, thereby lengthening the tourist season.”⁴⁷

For the ski season of 1933-1934, weekly slalom races were held to promote the new sport, and the University Book Store awarded medals to the winners. The Seattle Times said “[s]lalom racing - a downhill invention between staggered sets of flags which compel the skier to use every turn in the book - has grown tremendously in popularity the last two years. It has been incorporated into the Seattle Ski Club’s tournament plans for this year.” The first Pacific Northwestern Ski Association sanctioned slalom race was held at the Snoqualmie Summit tournament, along with jumping and cross-country events, the first time the organization had approved an Alpine event. The University of Washington Ski Club was formed by students interested in the sport, and the club rented a cabin on Mount Rainier to be used as its headquarters. “We feel that the interest on campus in skiing has now reached a point where recognition of the sport is imminent,” said the school’s athletic director, adding that competitive teams representing the U.W. would be added to the list of recognized activities under the direction of the A.S.U.W.⁴⁸

Since the sport of Alpine skiing was so new in the Northwest, the Seattle Times ran a series

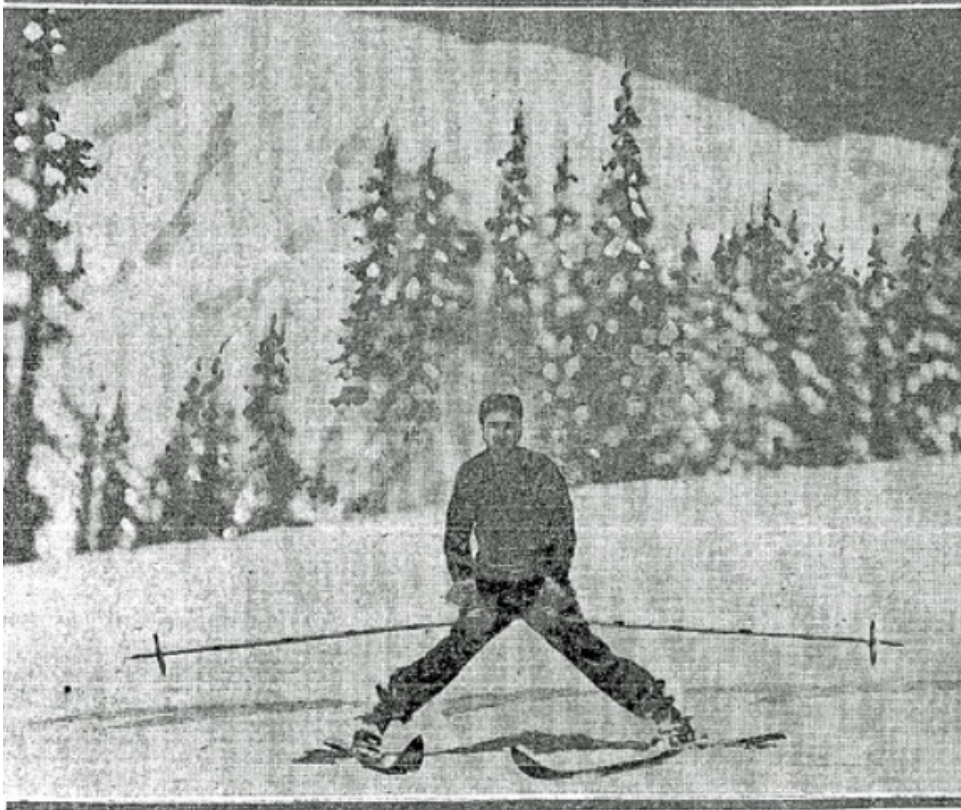
⁴⁷ *Winter Sports Committee, New Chamber Move*, Seattle Times, January 7, 1934 (page 25).

⁴⁸ *Ski Season Definitely on Today, Snow Abounds; Slalom Races Set*, Seattle Times, December 17, 1933 (page 27); *U.S. Ski Club is Set, Gets Cabin*, Seattle Times, December 31, 1933 (page 25).

of seven ski lessons where Ben Thompson, “a former winter sports director and chief guide at Mount Rainier, one of the Northwest’s best students of skiing” explained “how to learn, how to develop, how to master the fundamental turns on which all skiing success is built.” Weekly lessons were published on Sundays, followed by a week of practice for the students, then another article, continuing from December 17, 1933 to January 28 , 1934. Pictures of Thompson and other local skiers were used to demonstrate the lesson of the week. Lesson No. 1 discussed *First Balance; Then Try Stemming*. Lesson No. 2 covered *Uphill Climbing, Downhill Running, Level Riding*. Lesson No. 3 described *How to Crouch, Added Running Balance...Comes With its Use*. Lesson No. 4 was *Get Up, One Always Falls; But Do it Easy Way*. Lesson No. 5 was *The Lifted Stem, Simple Turn...But Very Sudden*. Lesson 6 covered *Christies, Stem, Stick, Pure Open Turns Explained*. Lesson No. 7, the final installment, explained the *Telemark, and to be Different, Some Ski-Skating*.⁴⁹

⁴⁹ Seattle Times, December 17, 1933 (page 25), December 24, 1933 (page 21), December 31, 1933 (page 25), January 7, 1934 (page 25), January 14, 1934 (page 25), January 21, 1934 (page 22), and January 28, 1934 (page 24).

FIRST, BALANCE; THEN TRY STEMMING



Ben Thompson, Northwest ski expert, stens for his pupils, readers of *The Times*

Seattle Times, December 17, 1933 (page 25)

E. 1934 - SEATTLE MUNICIPAL SKI PARK OPENS AT SNOQUALMIE SUMMIT

In spite of the growth of interest in skiing, and the increased number of ski clubs with lodges and hills available to members, there were few areas for the general public. A Seattle Park Board report found in the city Municipal archives highlighted the problem. “Before the development of the municipal ski course, various clubs and outdoor groups maintained camps and cabins there [Snoqualmie Pass] but there were no facilities for the general public, and only a small number of persons could be accommodated.” The Municipal Ski Park was opened to address that problem.

In January of 1933, the Seattle Park Board obtained a permit from the U.S. Forest Service to

establish a ski hill at Snoqualmie Pass, and a Civilian Conservation Corps crew cleared the hill for skiing. Fifty men from North Bend cleared the hill in December 1933, and built a warming hut the size of a two car garage. On January 21, 1934, the Snoqualmie Ski Park, “developed by C.W.A. funds,” opened at the old Milwaukee Railroad stop of Laconia to accommodate the growing number of Seattle skiers. The Seattle Times announced, *Snoqualmie Ski Park at Summit, Snoqualmie Pass, becomes a unit in Seattle’s rapidly expanding ski plan.*

Snoqualmie Ski Park captures Seattle’s interest, for its very uniqueness if nothing else. The land on which the park now stands was United States forest property. It was obtained by the Seattle Park Board through the efforts of Mayor John F. Dore; Samuel Martin, president of the Park Board, and Ben Evans, supervisor of city parks. Fifty men began clearing it five weeks ago. Today it is ready for public occupancy. Once the dedicatory ceremonies are ended, the public takes it, to have and to hold.

“Seven girl skiers, all accomplished, will compete for the honor of being crowned queen of the dedicatory ceremonies.” Then will come an obstacle event; a flag race; formation skiing; a ski jump on a modified hill by junior members of the Seattle Ski Club, and the opening of the ski hill. The 35 piece North Bend Community Band would be on hand.⁵⁰

⁵⁰ *Ski Activities Spot State for Coming Sunday*, Seattle Times, January 19, 1934 (page 20), *Summit Course Ready, Spokane Tournament*, Seattle Times, January 21, 1934 (page 21). The Seattle Municipal Photo Archives has pictures from the Municipal Ski Park, see Seattle.gov, municipal archives, photographs.



Warming hut at Ski Park. Seattle Municipal photo archives, 30371.



Seattle's Municipal Ski Park. Courtesy of the Moffett family.

There were an amazing number of other ski events the weekend of the opening of the Ski Park.

If the first Norwegian skier to ever bend the end up on the limb of a tree and lace it to his feet with walrus hide could stage a renaissance, he would immediately be projected into a fit of what in them days was lightly termed the humours. Ski times have changed. The old boy would grow dizzy. For look at Sunday's skiing bill.

Tacoma Day would be held at Paradise Valley, "with slalom and downhill races, snow-shoe races, and no end to other matters." The event included night skiing by use of flood lights. Access to the event was by car, which "should be equipped with chains" to reach Narada Falls. "A walk remains, a mile and a half hike to Paradise Lodge. The walk is not difficult. Fifty minutes of ordinary walking does it." "Parking is the most serious problem," and a good early start was recommended. The Northwest Ski Association recognized jumping event was scheduled for Mount Spokane "despite adverse conditions," which was attended by 2,000 the prior year. "It will be competed on borrowed snow. Spokane was denied snow this winter." The National Ski Championships were to be held at Fox River, Grove, Ill, and a crowd of 30,000 was expected. Every member of the American Olympic team was entered, along with "all the sectional championships from Coast to Coast." Washington's recreational skiing had grown amazingly in three years.

Recreational skiing the length and breath of the state, wherever there's enough snow to be had - and there is enough to be had at any altitude above 4,000 feet. And ski instructors dotting the glittering landscape wherever there are two or more skiers gathered.⁵¹

According to the Mountaineers Bulletin of January 1936, as part of the Civil Works Administration, 40 loggers and a few carpenters from North Bend had been clearing land and erecting a shelter the size of a double garage on a 10 acre tract donated by the Forest Service to the Seattle Park Board for Skiing. Ernest Harris and Wm. J. Maxwell were in charge, and were assisting Ben Evans of the Park Board. The Ski Magazine of January 1936, provided additional information about

⁵¹ *Ski Activities Spot State for Coming Sunday*, Seattle Times, January 19, 1934 (page 20), *Summit Course Ready, Spokane Tournament*, Seattle Times, January 21, 1934 (page 21).

early skiing on Snoqualmie Pass. Prior to the highway being kept open for the first time in the winter of 1931, only a “few venturesome skiers visited there in winter months.” In December 1935, Ben Evans (in charge of playfields for the Seattle Park Board) and a few others obtained government money to develop a ski area, and a tract of land was leased from the U.S. Forest Service for no charge. Land plotted for private homesites was withdrawn from private use to be used to meet the needs of the public. Forty Civil Works Administration workers from North Bend cut trees above a meadow for skiing, and a warming shed was built for a shelter. Up to 600 people played on the municipal ski hill on Sundays and holidays, and at least 100 people on Saturdays.⁵²

On January 21, 1934, Seattle held opening ceremonies for its Ski Park, “the first municipal ski course” in the country, witnessed by 1,000 spectators, “most of them on skis,” in spite of steady rain that fell. Mayor John F. Dore dedicated the new ski area in a day full of ceremonies.

“This park is yours,” said Mayor Dore, addressing part of the crowd of 1,000 which witnessed the program. The rest were skiing, they liked the hill as well. “We hope to expand it, to take in more territory, make more of a clearing. We want to give you a ski instructor so that your children may learn to ski. There are other plans which need developing, and which we shall lend our assistance to.”

“It was turned over to the skiing multitude...in a picturesque ceremony by Mayor John F. Dore and the Seattle Park Board, and the skiers wasted no time; they took it by the hundreds.” Ski Queen Marguerite Strizek of the Seattle Ski Club was chosen after a skiing competition between girl skiers from the seven Snoqualmie Pass clubs. “It was decided by the judges Miss Strizek had chosen a more difficult course to run,” and she was presented with a huge bouquet of roses. Junior jumpers gave an exhibition on a miniature hill, and 20 skiers raced down a “quickly devised slalom course, and the

⁵² Alpenglow Ski Mountaineering History Project, Alpenglow.org.

dedication broke up in a general rush of skiers to the hill.”⁵³



Mayor Dore at opening ceremony. Seattle Municipal Photo Archives. #31180.



Queen Strizek. Seattle Municipal Photo Archives. 331184.



North Bend band at opening ceremonies. Seattle Municipal Photo Archives. #31183.

Following the opening of “the country’s first municipal ski park” in January 1934, the Seattle

⁵³ *Summit Course Given Skiers by City Park Board*, Seattle Times, January 22, 1934 (page 12).

Park Department opened an indoor school for skiers offering free courses in the old Westlake Skating Rink at 2229 Ninth Ave. Six ski classes were offered each day, with courses lasting a week. Final instructions were offered the following Sunday on the “snowy slopes of the municipal park.” The school included lectures on equipment, the use of it, and first aid, along with practice and training on ski walking, sliding, and various turns.⁵⁴

Seattle’s unusual indoor ski arena attracted attention throughout the country. The Sarasota [Florida] Herald-Tribune of March 2, 1934, published an article, *Seattle Skiers Learn to Ski on a Soapy Skidway*. Ski enthusiasts were “learning the art of the telemark, christiana, gelandesprung, double stem and such ski turns on a soap-covered floor far from the icy slopes and chilling snow of the mountains.” The Christian Science Monitor announced that Seattle had begun the first “indoor ski school” in the country, run by the Park Board, offering free ski lessons. “The soap-polished floor makes it possible for the people to manipulate their skis.”

Seattle’s indoor ski arena. Seattle Municipal Photo Archives, photo 31175.

Seattle’s indoor ski arena. Seattle Municipal Photo Archives, photo 31176.

⁵⁴ *Playground Ski School Opening, Playground Course Starts on Indoor Rink*, Seattle Times, February 2, 1934 (page 22).

Showing the broad interest in the sport, in January 1934, ski lessons were offered by the Commonwealth Ski Club, the Paradise Ski Club, the Mountaineers, and at the Snoqualmie Ski Park. The University of Washington Ski Club was formed in 1934, and decided that “competition is the soul not only of trade but of skiing - and with that in mind, a team of slalom racers will be formed to enter slalom tournaments in the Northwest.” The club would compete in the Seattle Ski Club’s annual tournament on February 4, and against the University of British Columbia in March.” The Beaver Lake slalom course would be its training ground. When the team trains at Snoqualmie Pass, Ben Thompson will act as coach. When it trains at Mt. Rainier, Darroch Crookes will coach. The Commonwealth Ski Club held a slalom race for club members and “any others who wish to compete” on the Guye Peak rock slide. Hans Grage was in charge, he set the course and gave ski lessons in front of the lodge. Seattle’s City Council debated purchasing the Municipal Ski Park, with the ‘city dads’ pronouncing “ski” like “sky” which is descriptive, “considering how near Snoqualmie Pass is to the heavens.”⁵⁵

In the last weekend of January 1934, Tacoma Day at Paradise Valley broke “all records for winter sports participation,” in spite of rain and sleet. Ken Syverson, of Tacoma, Paradise Ski Club, won the slalom race. At Spokane, 7,500 spectators watched the ski jumping competition despite bad weather. John Elvrum of Portland, Oregon, “who jumps as if he had steel springs in his legs and wings at his shoulder blades,” fighting crosswinds, won the second annual ski tournament at Wandermere Hill. At the National ski Jumping Championships at Fox River Grove, Illinois, every member of the U.S. Olympic jumping team entered. Casper Oimoen (member of the U.S. 1932 Winter Olympic team

⁵⁵ *Strolling Around Town*, Seattle Times, February 13, 1934 (page 13); *Summit Course Given Skiers by City Park Body, & Tacoma Day Gets Big Park Plan*, January 22, 1934 (page 12); *Slalom Races, Jump Tourney Week-End Card*, Seattle Times, January 25, 1934 (page 14).

and winner in 1929, 1930, and 1931) won the championship again, speeding through space 175 feet “with superlative form” in front of 30,000 spectators. More than 30,000 cubic feet of snow were spread on the Norge Ski Club slide to “give the skiers ample footing.” Alf Engen of Salt Lake City added new laurels in his professional ski jumping championship crown by winning the Brattlesboro Outing Club competition in Vermont. His jump of 212 feet broke the course record of 208 feet.⁵⁶

The first week of February 1934, was Winter Sports Week in Seattle. A luncheon was held by the Seattle Chamber of Commerce honoring Portland ski officials, attended by the mayors of Portland and Seattle and three ski queens, one from the Portland Winter Sports Carnival, one from Tacoma day at Paradise Valley, and Queen Marguerite Strizek who reigned at the opening of Seattle’s Ski Park. This was Seattle’s first Winter Sports week, but Portland had hosted three successful ones, and the Seattle Chamber wanted to learn from Portland’s experience. “We’re juniors in this business...Portland has been at it for three years. They realized the power of skiing before we did. That’s why we’re having this luncheon.” In Oregon, the Cascade Ski Club started holding tournaments but grew so fast and so many people attended that they appealed to the Chamber of Commerce for help. The Junior Chamber of Commerce came up with the idea of a ski carnival, and the Winter Sports Carnival Association was formed. Since there were over 50,000 skiers in the Northwest, many civic organizations got behind the idea of a Carnival. Luncheon speakers emphasized how popular skiing had become world-wide.

⁵⁶ *30,000 Expected at National Tournament*, Seattle Times, January 21, 1934 (page 21); *Slalom Races, Jump Tourney Week-End Card*, Seattle Times, January 25, 1934 (page 14). Alf Engen was born in 1909, in Stenberg, Norway and immigrated to the U.S. in 1919, where he became one of this country’s best all around skiers. Engen won the National Jumping Champion eight times between 1931 and 1946. He was the National Classic Champion (jumping and cross-country) in 1939 and 1941. In 1940 and 1941, Engen was the National Four-Way Champion, competing in downhill, slalom, cross-country and jumping. He set a number of national jumping distance records. Utah History to Go, <http://historyto.go.utah.gov/people/alfengen.html>; *Alf Engen, 88, Skiing Champion and Designer of Ski Resorts*, New York Times, July 27, 1997.

Munich has 100,000 outbound skiers each weekend; Boston ran one extra railroad car to the White Mountains five years ago for skiers, now sends from five to ten 15-car special trains; Montreal runs fifteen to eighteen special trains on week-ends to the ski courses; Paradise Valley saw 100 cabins rented during last winter, 400 cabins this year...

Ski Me Some Time?



Queen Marguerite Strizek, who reigns at the Winter Sports Week luncheon at the Washington Athletic Club tomorrow noon —it's open to the public—invites Alfred H. Lundin, president of the Seattle Chamber of Commerce, to the luncheon and the Seattle Ski Club tournament Sunday at Snoqualmie Pass.

Mayor Dore said he wanted to see Seattle's "children catch the spirit of this ski sport....I want to see [Seattle's new indoor ski arena] patronized by everyone - men and women and children - just to make life more enjoyable for the people who live here." The Seattle Times published a picture of Ski Queen Marguerite Strizek and Alfred H. Lundin, president of the Seattle Chamber of Commerce (and the authors' great-uncle) promoting the luncheon.

57

⁵⁷ *Three Queens at Ski Luncheon, Seattle Hosts Portland Visitors*, Seattle Times, February 2, 1934 (page 22); *Portland Civic Leaders Lunch, Talk Skiing*, February 4, 1934 (page 21).

The culmination of the week was the Seattle Ski Club's tournament at Snoqualmie Summit the following weekend, where a cross-country race would open the race, and 10,000 spectators were expected. "Slalom, jumps Sunday to Top Huge Program."⁵⁸

Seattle's Ski Park turned out to be such a success, that on March 19, 1934, Paul Brown, Superintendent of Parks for Seattle, wrote the Director of the National Park Service in Washington D.C. seeking permission to expand ski facilities on Mount Rainier.

The interest and participation in skiing in the Seattle Area has progressed to the point that the now established ski runs are overcrowded and facilities inadequate. The need and demand for better opportunities for skiing are really terrific. I have conferred with Superintendent Macy on this subject, and found him alert to the possibilities of expanding the ski run facilities at Mt. Rainier. I have suggested to my Board of Park Commissioners that they authorize me to arrange for an exploratory conference between the Mt. Rainier and this department's staffs, with possibly the State Highway and State Parks and local interests participating, to determine the feasibility of inaugurating a joint Seattle Park Department, Mt. Rainier program of ski instruction and ski school. The prime purpose of this communication, therefore, is to ask you to authorize and encourage Preston Macy to attend such a conference with his planners. We would hope, of course, that we might have a statement from you, indicating ambitions to secure appropriations adequate to finance suitable ski tows, warming shelters, etc., that would ensure the success of the project.

No response to the letter can be found in Seattle's archives.⁵⁹

In May of 1934, the Seattle Park Department enlisted the help of local skiers to improve the Snoqualmie Snow Park. Forty skiers worked to clear underbrush one weekend, inspiring hopes for further improvement the following weekend.

If forty skiers cleared one third of Snoqualmie Ski Park's underbrush in one Sunday, how many skiers will it take how long to clear the rest? "One more Sunday," said Ben Evans, supervisor of playgrounds for the Seattle Park Department, in charge of the ski ground. "A very good turnout yesterday," said Evans. "Now if we can get eighty skiers out next Sunday we can

⁵⁸ *Three Queens at Ski Luncheon, Seattle Hosts Portland Visitors*, Seattle Times, February 2, 1934 (page 22).

⁵⁹ Seattle Municipal Archives, 5801-01, box 44, folder 3.

eliminate the fire hazard those tree branches cause, set ourselves right with the forestry service, and hope for aid in clearing ski trails next winter.”⁶⁰

Washington Ski Club formed in 1934, to focus on competitive ski racing, attracting members from other ski clubs. In spite of its newly formed status, Washington Ski Club won the rights to host the National Downhill and Slalom Championships and Olympic trials to be held at Paradise Valley on Mount Rainier in the spring of 1935. The club sponsored ski races until World War II.

Also in 1934, Ray Anderson and Ben Thomson formed a partnership to make ski equipment in Seattle, producing A & T skis. George Aaland, a skilled cabinet maker and skier, believed a laminated ski would be stronger and warp less than skis made from a single piece of wood and steamed into shape. Anderson was the president of General Furniture Store that had woodworking equipment and laminating know-how to produce a laminated ski. Ben Thompson, a ski instructor, became sales manager of the new company, and Asland shop supervisor. Anderson applied for a patent for laminated skis on May 13, 1933, and 10 days later, Splitken, a Norwegian company, applied for a similar patent. Both were issued. A & T produced the first laminated skis in the U.S. In 1934, A & T began producing the first steel ski pole, stronger than the bamboo then used., and also produced the first cable binding in the U.S., an improvement over leather heel straps. The company went on to become one of the largest manufacturers and distributors of ski equipment.⁶¹

E. SKI JUMPING COMPETITIONS CONTINUE IN THE 1930s & OTHER ALPINE SKIING EVENTS ARE HELD

Leavenworth Winter Sports Club was founded in 1928, and ski jumping was the club’s focus from the beginning. Jumps were built for tournaments and competition, and Leavenworth was one of

⁶⁰ *40 Skiers Turn Out, Get Third of Work Done*, Seattle Times, May 21, 1934 (page 14).

⁶¹ *Anderson & Thompson Ski Company Was Ski Industry Pioneer*, Ancient Skiers Newsletter winter 2014.

the sites for the regular series of competitive jumping events thereafter.

The Leavenworth Winter Sports Club's first jumping competition was held in 1929, on a small ski jump, and Sigried Hansen jumped 65 feet (20 meters). In 1930, a ski hill was opened for downhill skiing. Bakke Hill was built up in 1933, and its critical point of 73 meters made it one of the largest ski jumps of the country. It was later enlarged several times and became one of the best known ski jump in the western United States. The area hosted U.S. American Jumping Championships in 1941, 1959, 1967, 1974 and 1978.⁶²

The winter of 1931, was an exciting one for skiers as three major local jumping competitions were held that winter, at Leavenworth, Cle Elum, and on Snoqualmie Summit. 5,000 attended the Cle Elum tournament, where the ski course "is the fastest it has ever been." Spectators were able to ride a tram through two coal mines to reach the jump site located on a ridge north of town. Northern Pacific offered skier specials to the meet, round trip \$3.50, "spectacular ride through parts of two coal mines to ski course by electric tram." The Second Annual Seattle Ski Club tournament at Snoqualmie Pass in 1931, doubled as the Northwest tryouts for the 1932 Olympic games at Lake Placid, New York. 70 skiers competed in cross country skiing and jumping. A crowd of 10,000 watched John Elvrum of Portland win the event with a jump of 180 feet.⁶³

⁶² www.skisprungschanzen.com/EN/Ski+Jumps/USA-United+States/WA-Washington/Leavenworth/0736/.

⁶³ *Reaching for the Skiing Moon & Cle Elum Offers Next Ski Show*, Seattle Times, January 27, 1931 (page 10); *Fast Snow for Cle Elum Ski Tourney Tomorrow*, Seattle Times, February 14, 1931 (page 8); Northern Pacific ad, Seattle Times, February 16, 1931 (page 14); *Seventy Expert Skiers to Vie in Snoqualmie Meet*, February 23, 1931 (page 16); *Underground Route To Ski Tournament Proves Practical*, Cle Elum Miner Echo, Feb 6, 1931; *When the World Came to Cle Elum*, NKC Tribune, February 16, 2012 (page 10); *Crowd of 5,000 Attend 8th Annual Cle Elum Ski Tournament Sun*, Cle Elum Miner Echo, February 20, 1931; *John Elvrum Leaps 180 Feet At Summit Sun*, Cle Elum Miner Echo, Mar 6, 1931.



Ski Tournament
WINTER CARNIVAL

Cle Elum • Sunday • February 15
 Eighth Annual Tournament—Cle Elum Ski Club

Spectacular ride through parts of
 two coal mines to ski course by electric tram.

Special Northern Pacific Train to Cle Elum—
 Lv. Seattle 7:30 a. m. Ar. Cle Elum 10:45 a. m.
 Lv. Cle Elum 5:30 p. m.

ROUND TRIP FARE \$3.50
 From King Street Station



Reserve Your Tickets Now at any Northern Pacific office
Northern Pacific Railway

Seattle Times, February 16, 1931 (page 14)

The biggest tournament of 1932 was at Cle Elum, which sponsored the Pacific Northwest Championships. The Seattle Times pronounced that the tournament “Draws Brilliant Stars, sixty of the Northwest’s best men o’ slippery runners will battle for honors on hill and field.” The Ski Club had built a new “stupendous jumping hill” for the tournament that impressed everyone. Since skiing interest “has been paramount,” Northern Pacific conservatively figured that 500 would make the trip to the tournament, and it would put a diner in the string of cars “calculating increased appetites on route.” Northern Pacific offered special trains to the Ninth Annual Ski Tournament and Winter

Carnival, and the Second Annual Pacific Northwest Ski Association Championship Meet, advertising “spectacular ride through parts of two coal mines to ski course by electric tram” to get near the ski jump which was located on a ridge two miles north of town. The cost of a round trip ticket from Seattle was \$3.50. John Elvrum of Portland had the longest jump of 202 feet, setting a new Northwest record. However, he fell on the landing, and lost the jumping title to Ole Tverdal of Seattle. Hjalmar Hvam of Portland won the Pacific Northwest combined jumping and cross-country championship.⁶⁴

In 1933, at the Leavenworth tournament, Tom Mobraaten of Vancouver B.C., holder of the Pacific Northwest Class A combined jumping and ski racing ski championship, “defeated a magnificent crowd,” jumping 183 and 192 feet, the longest jump in the U.S. that year in front of a crowd of 4,000. “These jumps gave verification in your claim that here in the Northwest lies the bulk of the skiing talent in America.”

A winter storm interfered with the Cle Elum tournament, which was the tenth one hosted by the club. “The biggest ski hill in the United States drew only 2,500 spectators in near blizzard conditions.” The big takeoff was judged too dangerous, so the take-off nose was broken down to make the jump safer. Nordal Kaldahl, Pacific Northwest Ski Champion, won the event in spite of gale force winds that “made skiers clutch the hand rail at the top.” He scored 221.5, “an astounding commentary on jumping excellence.” Just to be different, two queens were crowned to rule over the tournament. This was the last tournament held at Cle Elum.⁶⁵

⁶⁴ *50 Skiers Sign for Hill Jump*, Seattle Times January 15, 1932 (page 23), *Cle Elum Hill has Host Hard at Work on It*, Seattle Times, February 11, 1932 (page 32), *Cle Elum Ski Tourney Draws Brilliant Stars*, February 12, 1932 (page 14); *Ski Club Launches Drive For Putting Over Big Show*, Cle Elum Miner Echo, January 15, 1932; Cle Elum Miner Echo, February 12, & 19, 1932.

⁶⁵ *Snow Assures Cle Elum Folk Good Ski Meet*, Seattle Times, January 30, 1933; *Cle Elum Meet Sunday is Last for Washington*, February 14, 1933 (page 15); *Snow Assures Cle Elum Folk of Good Ski Meet*, February 15, 1933 (page 15), & *Kaldahl Wins in High Wind, Northwest Ski Champion Takes Cle Elum Meet*, Seattle Times,

Although the Cle Elum Ski Club held no tournaments after 1933, jumping events sponsored by the Seattle Ski Club and Leavenworth Winter Sports Club continued.

The Seattle Ski Club's Fourth Annual Jumping Championships was held at Snoqualmie Summit the first weekend of February 1934. It included cross-country races, jumping, and the first slalom race sanctioned by the Pacific Northwest Ski Association. There were over 100 entrants despite efforts to limit the field. "We do not need inexperienced jumpers," declared the head of the tournament. The tournament manager advised that motorists stopped by traffic in the pass should "park their machines, purchase tickets from the ticket sellers who follow traffic down the highway, and get free transportation to the Summit in the busses the ski club has retained for the tournament." Special buses left Seattle, charging \$2.50 for a round trip. Admission to the tournament was free. Tom Mobraaten of Vancouver, B.C., "the chunky Canadian," won the ten-mile cross-country race in a time of 49:09, Mobraaten, the "sandy-haired needle of jumping poise," also won the combined racing and jumping championship. Hamish Davidson of Vancouver B.C. won the slalom race featuring 38 competitors, which was "a test of racing skill which proved to be unexpectedly strenuous and spectacular." Attendance was huge, and there were 5,000 cars parked on the highway left by spectators of the event.⁶⁶

February 20, 1933 (page 12); *Cle Elum Stages 10th Annual Tournament In Near Blizzard*, Cle Elum Miner Echo, February 12 & 24, 1933; *When the World Came to Cle Elum*, NKC Tribune, February 16, 2012 (page A10).

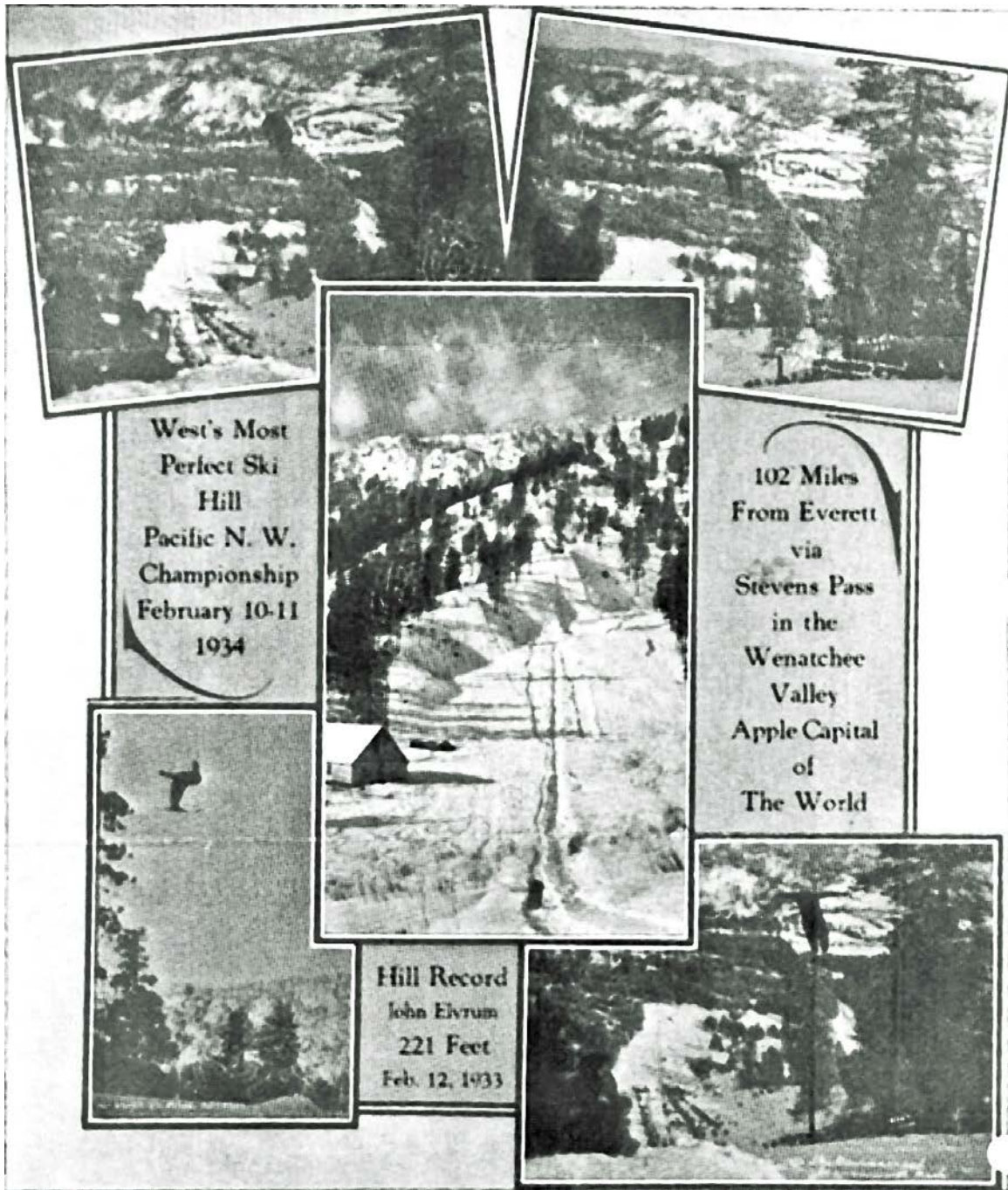
⁶⁶ *Cross-Country Race will Open Annual Ski Tourney, Slalom, Jumps Sunday to Top Huge Program*, Seattle Times, February 2, 1934 (page 22); *Portland Civic Leaders Lunch, Talk of Skiing*, February 4, 1934 (page 21); *Mobraaten Skiing Champion, Sotvedt Takes Jumping Crown at Club Meet*, February 5, 1934 (page 12).



Cars parked on Snoqualmie Pass for tournament. Photo from *Images of America: Snoqualmie Pass*, John & Chery Kinnick.

The Fourth Annual Pacific Northwest Championship was held at Leavenworth on February 10 & 11, 1934, advertised as “the world’s most perfect hill,” where one could “drive all the way.” On Leavenworth’s “long and steep and dangerous” jumping hill, John Elvrum of Portland (the unofficial holder of the American distance jumping championship and runner up in the 1932 national jumping championship) won with jumps of 200 and 208 feet. However, Tom Mobraaton of Vancouver, B.C., who had won the seven-mile cross-country race in Wenatchee the prior day in front of 5,000 spectators beating 17 contestants, won the combined title in the first Apple Box Tournament, which was described as the “finest competitively and best managed the Northwest has ever seen.”⁶⁷

⁶⁷ *Skiers Vie at Leavenworth, Big Hill Scene of Northwest Tourney Today, & Mobraaten Wins Cross Country Race*, Seattle Times, February 11, 1934 (page 22); *Mobraaten is N.W. Ski King*, February 12, 1934 (page 10).



West's Most
Perfect Ski
Hill
Pacific N. W.
Championship
February 10-11
1934

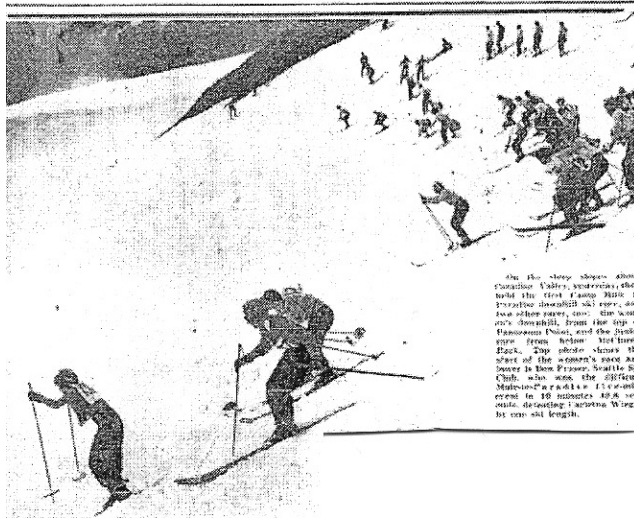
102 Miles
From Everett
via
Stevens Pass
in the
Wenatchee
Valley
Apple Capital
of
The World

Hill Record
John Eivrum
221 Feet
Feb. 12, 1933

From Bresko Collection, courtesy of Maybo family.

Free ski instruction was provided at Snoqualmie Pass in January 1934 at the Seattle Park Department's Ski Park, provided by Bob Hayes, Dr. Otto Streizek, Don Fraser, Alf Moystad and Hans Otto Giese. Ski lessons were also provided at each of the ski clubs at the Pass, and at Paradise Valley provided by the Paradise Ski Club. The weekend of February 11 and 12, 1934, was a typically busy one for northwest skiers. In addition to jumping competitions held in Leavenworth and Wenatchee, there was the weekly slalom race at Paradise Valley, and the Seattle Ski Club's slalom race at Beaver Lake on Snoqualmie Pass. Seattle Park Department instructions were going on at the Snoqualmie Ski Park, and the Fifth Annual Mountaineer's slalom and downhill race was held at Martin on the Great Northern line.⁶⁸

DOWNHILL SKIMANSHIP--THEY HAD IT



The steep slopes above Paradise Valley, wherever they hold the first jump race in Paradise downhill ski race, and two of the races, one, the women's downhill, from the top of Paradise Pass, and the finish line from below the top of the race, and down to the finish line, the Seattle Ski Club, who won the downhill, finished in 10 minutes 40 seconds, according to the Women's list in one ski length.

Women's mass start in the 1934 Silver Skis race. Seattle Times, April 23, 1934.

In April 1934, the first Silver Skis race on Mount Rainier was run, which became one of the classic races in the Northwest. The race began at Camp Muir at 10,000 feet with a mass start where all the competitors began at the same time, and the winner was the first racer down to the finish line above Paradise Lodge at 5,400 feet.

⁶⁸ "Free Ski Lessons Will Be Given," *Seattle Times*, January 14, 1934 (page 25); "Leavenworth's List Includes National Aces," *Seattle Times*, February 9, 1934 (page 10).

Local skier Don Fraser won the first race in a time of 10 minutes and 49 seconds, finishing just inches ahead of Carleton Wiegel, with 64 racers starting and 43 finishing.



Property of Museum of History & Industry, Seattle

Silver Skis Race, 1934. Hans Otto Giese, Don Fraser (winner), and Alf Moystad. Photo from MOHAI, P126897.

MUIR DOWNHILL RUN TAKEN BY SEATTLE RACER



Don Fraser & championship trophy, Silver Skis race, 1934. Seattle Times, April 23, 1934.



The Silver Skis race was held from 1934 to 1942, and after the war from 1946 to 1948, and attracted serious competitors from all over the country.⁶⁹ Otto Lang described the race in his autobiography. The Silver Skis race was initiated by Royal Brougham, sports editor of the P.I., as

an opportunity to create an interest in the budding sport of skiing and to develop a potential source of advertising revenue by promoting it. Sponsoring a race would be a coup for the paper and provide reams of copy for his sports section.

The race, which attracted skiers from the East and Midwest as well as local talent and even a few European racing stars, started at Camp Muir, a primitive hut built of stone at 10,000 feet. The terrain was varied and undulating, interspersed with long, moderately pitched, straight runs. A punishing, steep schuss led to the finish line above the main lodge, Paradise Inn, at 5,200 feet. With a vertical drop of 4,800 feet and a total length of 3.25 miles, it was not technically demanding but a leg killer nevertheless because of the sheer distance covered and the terrain, where one either had to go straight at high speed or make a lot of tiring, time-consuming turns.

The course was in its natural condition, whether there was a heavy layer of freshly fallen snow, an icy crust, windblown moguls, or treacherous gullies. Race organizers did no packing with skis or smoothing out some of the rougher spots of the piste - there wouldn't have been enough manpower to undertake such a chore. For racers, the climb to the starting point, a matter of two or three hours, was laborious and exhausting. The weather could be a factor, with a sudden bank of dense fog rolling in and obliterating the course...

The oddest part of the first Silver Skis race was that the competitors lined up straight across the wide open slope at the start, and at the signal all sixty-five of them pushed off simultaneously. This mass start was an invitation to mayhem, with racers building up speed rapidly, crisscrossing each other's lines of descent at random, crashing into each other, or desperately trying to avoid disaster. It must have been frightening for all participants. Based upon that year's fiasco, the mass start was abandoned and the procedure adopted of sending competitors on their way at one-minute intervals, which made a lot of sense. Still, it resulted in some hair-raising collisions of the course, due to skiers' disparate technical ability.⁷⁰

Alpine Skiing Begins to Threaten Jumping for Winter Supremacy

⁶⁹ Galvin, Dave, *Silver Skis'' Races on Mt. Rainier*, Sahalie Historical Note #11; Alpenglöw Ski Mountaineering Project, [alpenglöw.org/ski-history/](http://www.alpenglöw.org/ski-history/) <http://www.alpenglöw.org/ski-history/notes/ms/mhc-misc.html#mhc-misc-patrol-race>

⁷⁰ Lang, *A Bird of Passage*, pages 106, 107.

With the success of the first slalom race officially sanctioned by the Pacific Northwestern Ski Association that took place on February 4, 1934, which attracted 43 entrants, and the first Silver Skis race held in April 1934, Alpine skiing began to challenge ski jumping as the most popular form of winter recreation.

The Washington Ski Club was organized on September 7, 1934, to focus on competitive alpine ski racing and “enter all competitions on the Coast as far as possible.” The purpose of the club was “to promote and advance the knowledge of skiing, to encourage skiing, and to cooperate with other skiing bodies for the advancement of skiing and other activities.” The club already had 75 members, would be housed at Paradise the coming winter in the guide house. Membership was open to any person over 18, “white, and a citizen of the United States of America.” This new club sponsored most of the competitive Alpine races up to World War II.⁷¹

In October 1934, the Cle Elum Ski Club hosted the annual meeting of the Pacific Northwest Ski Association. The association unanimously authorized the Washington Ski Club to make bids for the national championship races and Olympic trials to be held in 1935, at Paradise Valley on Mount Rainier, since the Northwest “possessed of admittedly the finest ski terrain in America.” This was a significant step for the PNSA whose activities were historically limited to jumping and cross-country racing. The move recognized the “tremendous growth in the popularity of slalom and downhill racing...Slalom and downhill racing are entitled to equal recognition with jumping and cross-country, and this organization cannot be caught napping.” The association’s bylaws and constitution were amended to recognize the new skiing events, which would be added to the Pacific Northwest

⁷¹ *Brand New Ski Club is Formed*, Seattle Times, September 9, 1934 (page 27); Galvin, Sahalie Historical Note #16: Ski Clubs in Washington Over the Last 100 Years.

championships, and a four-way combination championship would start the following year with equal weight be given to each branch of competition. Mount Rainier's 1 3/4 mile long downhill course "is the toughest downhill you ever heard of," dropping 3,280 feet, with an average grade of 33.33 percent. Plans were made for a cable railway for spectators and competitors, and a hotel at the start of the race course. The course was perfectly suited for the "high speed turn," which was the latest development in skiing that was perfected by Dick Durrance, Dartmouth's outstanding downhill and slalom skier.⁷²

This challenge of downhill skiing to ski jumping was discussed by the Seattle Times of September 20, 1934, in an article called *Ski Clubs De Ski Start Looking Around*. The Seattle Ski Club, the senior club of the district, and the Washington Ski Club, the youngest, "are bending serious efforts to the acquisition of new material - be it downhill racing material, or jumpers." The PNSA warned that "unless juniors eager to learn ski jumping of the better variety are located, groomed and developed, ski jumping two or three years from now will go into serious decline."

It has become increasingly apparent with the development of slalom and downhill racing that jumping - a fine and daring ski sport, safe only for the most adept - would inevitably decline unless a program were sharply defined to built it up. The bulk of Class A jumping rests with those Norwegian youths comparatively fresh from the old country. Class B has seen casual development among the American born, but not enough.

One problem is that Class B jumping has been held on Class A hills, which are "too severe a test for the younger and more inexperienced jumper. Unwilling to refuse, they took the huge hills, some with a lump in their throats." This year, the PNSA will encourage slalom and downhill racing, and clubs will construct courses where they have never been before. The Cle Elum Ski Club, that was idle the prior year, was planning to open a new hill close to the Sunset Highway with a slalom course "pouring

⁷² *N.W. Bids for Games, Championships in Slalom and Downhill Asked*, Seattle Times, October 29, 1934 (page 15); *Olympic Course Fast Glide*, Seattle Times, December 23, 1934 (page 22).

practically onto the apron of the jumping hill.” The Leavenworth Winter Sports Club “sized up a precipitous hillside directly contacting its jump, and doubtless will construct a slalom course on it.”⁷³

F. 1935: NATIONAL DOWNHILL & SLALOM CHAMPIONSHIPS & TRYOUTS FOR THE 1936 OLYMPIC TEAM HELD IN THE NORTHWEST

In 1935, Alpine (downhill) skiing in the Northwest got a major boost as the best skiers in the country came to compete on Mt. Rainier on April 13 & 14, in the National Downhill and Slalom Championships and Olympic Games tryouts for the 1936 games in Germany. In anticipation of the national races on Mt. Rainier, in the fall of 1934, the Pacific Northwestern Ski Association amended its bylaws to recognize Alpine skiing, since its activities had previously been limited to jumping and cross-country racing. The move recognized the “tremendous growth in the popularity of slalom and downhill racing...Slalom and downhill racing are entitled to equal recognition with jumping and cross-country...” Alpine events were added to the Pacific Northwest championships thereafter, and a four-way combination championship started the following year, with equal weight given to each branch of competition.⁷⁴

Leavenworth’s Hermod Bakke dominated much of the jumping competition in 1935

Snoqualmie Summit Tournament

The Seattle Ski Club’s tournament at Beaver Lake was held in early February 1935, with 35 entrants, each of whom would jump twice. The Seattle Times described how ski jumping competitions were scored. “Judges ‘fault’ their form, picking their style to pieces as is the way with judges, granting

⁷³ Galvin, Sahalie Historical Note #17: *Ski Racing and the PNSA from the 1930s to the ‘50s; Ski Clubs De Ski Start Looking Around*, Seattle Times, September 20, 1934 (page 20).

⁷⁴ *N.W. Bids for Games, Championships in Slalom and Downhill Asked*, Seattle Times, October 29, 1934 (page 15); *Olympic Course Fast Glide*, Seattle Times, December 23, 1934 (page 22).

them perfection when they start but subtracting bit by bit as they ride down at ever increasing speed on the sharp-banked takeoff, skis held trimly together, body shafting up and down to put air under the skis and make them faster.” Jumpers start with a mark of 20, then lose points as imperfections in their technique appear.

The Seattle Ski Club had its jumping facilities at Beaver Lake on Snoqualmie Summit ready for the tournament.

There are no better-constructed hills about than this up the short trail from the Summit, sixty-five miles from Seattle, negotiable its entire length without chains or even worry, ready to receive the thousands which are certain to take advantage Sunday of the best parking ever developed at the lowest price. Tournament prices were cut in half for this, Seattle’s only jumping tournament of 1935.

There were reserved seats for the jumps and the slalom events. “Wear boots and two pair of woolen socks,” warned the Seattle Times. A fine assortment of prizes were available for both men and women.⁷⁵

The jumping event was moved from the Big Hill to the smaller Class B hill at Snoqualmie Summit because of icy conditions - *Big Hill Found too Icy; Stars Use Small Jump*, said the Seattle Times. Hjalmar Hvam of the Cascade Ski Club of Portland won the Class A jumping competition featuring 20 competitors, and Arthur Grandstrom won the Class B event. Darroch Crookes of the Washington Ski Club won the slalom race which had 48 entrants, despite facing a time handicap because he missed a set of flags. 2,000 spectators watched the events. “The brilliant Hermod Bakke of Leavenworth, who doubtless will be sent by the Leavenworth Winter Sports Club to the Olympic jumping trials at Salt Lake March 3, took second” in the Class A event, followed by Corey Gustafesen

⁷⁵ *Judges to See Form Defects; Summit, Scene*, Seattle Times, February 7, 1935 (page 27); *Summit Waits Ski Mix Today*, Seattle Times, February 3, 1935 (page 25).

of Portland, Hakon Albiausen of Seattle, Bill Hansen of Hollyburn B.C., and Arne Ofstad of Spokane.⁷⁶

Leavenworth Tournament

The 1935 Leavenworth tournament, the ski club's eighth, was the Pacific Northwestern Ski Association championships in jumping and cross-country skiing, and the Pacific Northwest sectional Olympic trials in jumping and cross-country. The entire town turns out to make its meets successful, and spectators can drive their cars to the event, walk 100 yards, and watch the competition. Great Northern Railroad ran a 10 car special train for the tournament, leaving Seattle on Sunday at 7:30 am, leaving Leavenworth at 6:30 pm brought 500 spectators to the event.

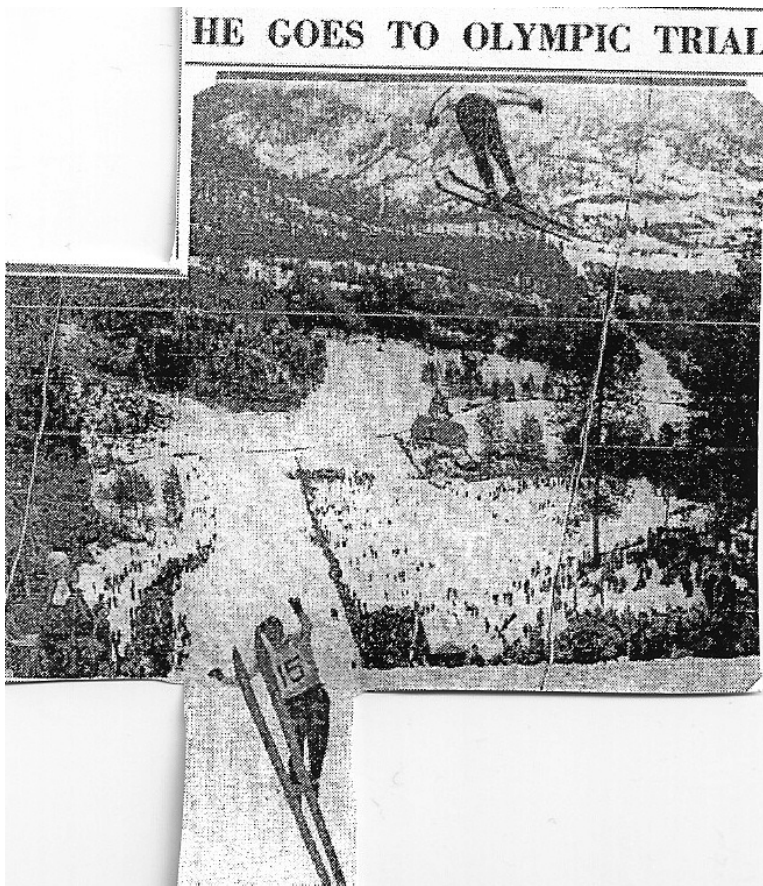
The hill had a capacity for 240-foot jumps - "Heige Sather has jumped 242 feet and rode the jump out without a quiver." Federal (W.E.R.A.) Funds were used to hire 27 men to work on the hill for 23 days. They "perfected the runout at the bottom of the hill. They smoothed it perfectly. We planted ten pounds of dandelion seed on the hill...Our jumpers can jump on four inches of snow, now." Washington Ski Club was sending a team. "Notable on that team will be the candidates for the national Olympic trials in cross-country racing...Don Fraser, Alf Moystad, Hans Otto Giese, Darroch Crookes."

Hermod Bakke won the Northwest Championship Jumping tournament in 1935, at Leavenworth in early February, the Winter Ski Club's eighth tournament with jumps of 200 and 201 feet on front of 5,000 spectators. The win earned him the right to represent the Pacific Northwestern Ski Association at the American Olympic Games Jumping tryouts in Salt Lake on March 3. A picture of Bakke in the air in the Seattle Times had a caption saying, "he goes to Olympic trial." 5,000

⁷⁶ *Hvan, Crookes in Ski Victories*, Seattle Times, February 4, 1935 (page 15).

spectators saw the event, with 500 coming on a Great Northern special 10-car ski train.

Bakke won on the ice-bound jumping hill, with jumps of 201 and 202 feet, “where 1,500 pounds of rock salt had broken the ice into a shifting, treacherous bad, and the least sideslope sent jumpers tumbling.” Arthur Granstrom of Wallace, Idaho won the Class B event, justifying his elevation to Class A. Eric Bolstad of the Seattle Ski Club won the senior class. Henry Sotvedt of the Vancouver B.C. Ski Club won the cross-country race, and placed fourth in the jumping event, winning the Class A Combined title. Alfred Johansen of Vancouver was second in the cross-country race, followed by Nordal Kaldahl of Hollyburn, B.C., Fin Fladmark of Vancouver. Washington Ski Club racers Don Fraser finished 9th, and Hans Otto Giese 11th.



Seattle Times, February 11, 1935, page 17.

Showing the continuing domination by Norwegian jumpers, Bakke was followed by Arnt Ofstad of Spokane, Ole Tverdal of Seattle, Henry Solvedt of Vancouver, B.C., Hjalmar Hvam of Portland, Olaf Skjersaa of Spokane, Haakon Albinsen of Seattle, Alf Johansen of Vancouver, and Ole Johansen. The following jumpers fell in the competition - Corey Gustafasen, Finn Fladmark, Wm. Hansen, Helge Cather, Nordal Kaldahl, Leif Flak,

and E. Ellingerud.⁷⁷

At the U.S. Olympic jumping finals at Salt Lake City on March 3, 1935, the top four finishers were virtually assured of representing the U.S. in the 1936 Olympics. They were Sverre Fredheim of Minneapolis, Roy Mikkelsen of Auburn, California, Casper Oimoen of Anaconda, Montana, and Einer Fredbo of Salt Lake City. Helge Sather and Hermod Bakke of Leavenworth finished 10th and 11th. Spokane jumpers Arnt Ofstadn and John Ring were 12th and 20th. Hjalmar Hvam of Portland fell on both of his jumps.⁷⁸

US National Downhill & Slalom Championships & Olympic Tryouts in Alpine Skiing

In October 1934, the Cle Elum Ski Club hosted the annual meeting of the Pacific Northwest Ski Association. The association unanimously authorized the Washington Ski Club to make bids for the national championship races and Olympic trials to be held in 1935, at Paradise Valley on Mount Rainier, since the Northwest “possessed of admittedly the finest ski terrain in America.” This was a significant step forward for the PNSA, whose activities were historically limited to jumping and cross-country racing. The move recognized the “tremendous growth in the popularity of slalom and downhill racing...Slalom and downhill racing are entitled to equal recognition with jumping and cross-country, and this organization cannot be caught napping.” The association’s bylaws and constitution were amended to recognize the new skiing events, which would be added to the Pacific Northwest championships, and a four-way combination championship would start the following year, with equal

⁷⁷ *He Goes to the Olympics, Leavenworth’s No. 1 Skier in 201, 200 Leaps*, Seattle Times, February 11, 1935 (page 17).

⁷⁸ *Fredheim Takes Olympic Jumping*, Seattle Times, March 4, 1935 (page 15).

weight be given to each branch of competition.⁷⁹ The PNSA bid was accepted, and the events took place on Mt. Rainier in spring of 1935, in the biggest event in Northwest skiing history.

The downhill course at Mount Rainier where the National and Olympic events would take place “is the toughest downhill you ever heard of.” It was one and three quarters of a mile long, dropping 3,280 feet, making an average grade of 33.33 percent, “and that’s steep.” Racers’ times were expected to be around six minutes for the course. Plans were being made for a cable railway for spectators and competitors, and a hotel at the start of the race course. The Seattle and Tacoma Chambers of Commerce headed up the money raising for the events.

Jumping Into Olympic Ski Sun



From the cornice on Alta Vista, Rainier National Park, Hans Grage, one of the top flight downhill and slalom ski racers, makes a cross jump in practice for the National Downhill and Slalom championships and the Olympic trials in the same events, which Paradise Valley gets in April. *Seattle Times*, January 10, 1935, page 15.

TRUDY'S COMING 'ROUND MOUNTAIN



Seeking a national championship in either slalom or downhill racing today and tomorrow at Mount Rainier is Trudy Grage, Washington Ski Club member. She's at Mount Rainier today, competing with the pick of the Northwest women skiers and their sister stars from other parts of the world, gathered for the sparkling competition.

Seattle Times, April 13, 1935, page 12.

⁷⁹ *N.W. Bids for Games, Championships in Slalom and Downhill Asked*, *Seattle Times*, October 29, 1934 (page 15).

The Mount Rainier course was perfectly suited for the “high speed turn,” which was the latest development in skiing that was perfected by Dick Durrance, the east’s outstanding downhill and slalom skier from Dartmouth College.



Ski Magazine, January 1936.

The Downhill and Slalom course at Rainier National Park—scene of the Olympic Tryouts and National Championships.

“It is especially adapted for downhill and slalom racing, because with it there is less sidewise sliding or braking effect than in other turns, and less tiring to the legs. The “high speed turn” is not a new or separate technique, but is a further development of the technique which New England skiers have been learning the last six years. It may be spoken of as the next development after the mastery of the stem-christiana. It is recommended that the skier does not try to learn the high-speed turn before mastering the stem-christiana. A skier should first acquire control, then comes confidence, and with confidence comes speed. And it is for speed that this turn surpasses all others. One must learn the other turns including the various forms of christiana as a basis on which to develop the high-speed turn.”⁸⁰

The downhill race started at 8,500 feet at Sugar Loaf, and finished at 5,500 feet, after the racers engaged “in the mad dash ver the precarious snow wall falling more than 3,000 feet in about two minutes. The men would start one minute apart. Bus rates from Seattle and Tacoma had been cut to an absolute minimum. There were 2,000 parking spaces at Narada Falls, and when it is filled, shuttle buses will run from Longmire and Narada. Accommodations at Mount Rainier were sold out for the

⁸⁰ *Olympic Course Fast Glide*, Seattle Times, December 23, 1934 (page 22).

weekend. The round trip from Narada Falls to Paradise was a two and half mile hike over snow averaging between 12 and 20 feet in depth, and it was another two mile hike from Paradise to the slalom course on the mountain. A total of 7,295 persons entered the park to see the ski races. *Seattle Times*, April 10, 15, 1935.

On April 13 & 14, 1935, the U.S. National Championships and Olympic tryouts in downhill and slalom racing were held at Paradise on Mt. Rainier, hosted by the Washington Ski Club, a major event in northwest skiing history. Roscoe (Torchy) Torrence was the Executive Chairman of the event with a \$10,000 budget contributed by local sponsors. There were 59 entrants, eight from the East; one from the Middle West; 13 from the Rocky Mountains; 12 from California; 14 from the Pacific Northwest; 10 from Canada; and one from Austria. PNSA sponsored racers from the Northwest included Hjalmar Hvam of the Cascade Ski Club of Portland; Washington Ski Club members Don Fraser, Carleton Wiegel, Ken Syverson, Hans Grage, and Darroch Crookes; John Woodward of the U.W. Ski Team; and Emil Cahen of the Seattle Ski Club. Since the event was in a National Park, admission could not be charged but a \$.50 donation from spectators was requested, and 7,000 spectators hiked two miles from Narada Falls to reach the slalom course. The downhill course had a 3,000 foot drop running from Sugar Loaf at 8,500 feet above sea level, dropped down to Panorama Point then to Edith Creek basin on a 35% slope. The 1,500 foot slalom course had 20 turns on a course along Alta Vista.

The *Seattle Times* had extensive coverage of the tournament on April 14, 15, 16 and 18, 1935. The more than 7,000 spectators who attended the event had to hike 2 ½ miles from Narada Falls to Paradise, and another two miles to the slalom course. Hannes Schroll, an Austrian teaching at Badger Pass at Yosemite, known as “the madman of the Alps” and the “tornado on skis; a whooping, yodeling,

hat-throwing, rip-snorting fool who doesn't respect fog ice, precipices, avalanches or tradition.” Schroll won the slalom, downhill and combined events using a European skiing technique that “beats American methods all to pieces.” The downhill course was shrouded in fog for over a mile, and was covered by an avalanche near the finish line before it was cleared. “Schroll didn't fall. He went leaping from snow terrace to snow terrace, and sometimes as far as 60 feet, landed on one ski, fought wildly for balance and recovered,” reaching 75 MPH in the mist and fog, surprising the spectators as he came out of the fog yodeling and waving his hat. The event's three best U.S. skiers, who were “almost certain to be selected to the Olympic squad” included Dick Durrance of Dartmouth College, who was first of all U.S. competitors (and second in the combined); E.D. Hunter Jr. of Dartmouth College; and Robert Livermore, Jr. of Boston's Hochgebirge Ski Club.

“That Amazing Schroll” won the event using the European skiing technique that “beats American methods all to pieces.” “Hannes Schroll, the Austrian who stole the ski meet, is as great a piece of coordinated athletic machinery as this writer has ever seen in action.” Schroll used longer poles and skis, with bindings set in the middle, compared to short poles and skis with bindings set back of the center of the skis used Durrance. Where Durrance “clipped close to flags in the slalom race with only a hip wiggle or a tempo turn to miss them, Scholl swung wide,” and skied in a “vorlage” position, with legs fairly straight, arms flung back and up, and ski poles held high. He constantly shifted weight, “pumping rapidly - getting air under his skis, eliminating friction, picking up speed.” The Washington Olympic Committee was complimented on the tournament, which was a financial success.⁸¹

⁸¹ *Tacoma Excited - Ski Event Sunday Draws*, Seattle Times, January 23, 1935 (page 15); *\$10,000 Budget for Ski Event Given Approval*, Seattle Times, January 24 (page 18), *Ski Army Pours into Paradise, & Fraser Defeats Hvam on Baker*, April 1, 1935 (page 18); *Ski Army Pours into Paradise*, Seattle Times, April 10, 1935 (page 18); *These Three Almost Certain Olympic Games Men*, Seattle Times, April 16, 1935 (page 14).



Mt. Rainier 1935. Tacoma Library D2504-3



Mt. Rainier 1935. Tacoma Library D2504-4



Hannes Schroll, Mt. Rainier 1935,
Tacoma Library D2504-32



Dick Durrance, Mt. Rainier 1935,
Tacoma Library D2504-26.

THESE THREE ALMOST CERTAIN OLYMPIC GAMES MEN



On the strength of their showing in Saturday and Sunday's National championships and U. S. Olympic trials in downhill and slalom racing these three western youngsters are almost certain choices for the U. S. Olympic ski team which will go to Germany in 1936. From left—Richard Furranee, Dartmouth College freshman, who placed first among U. S. competitors in the meet; E. D. (Ted) Hunter, Jr., of Dartmouth, third in combined, and Robert Livermore, Jr., of the Ski Club Hochschule, Boston, who placed second in combined competition behind Furranee.

SKI ARMY GOING AWAY TO HOMES

This was the day of picking up beds and, heavy bindings and such for the National championships and U. S. Olympic trials in downhill and slalom racing, which ended so successfully Sunday in Paradise Valley, Rainier National Park. The Washington Ski Club had been

VARNELL SAYS: Three Crews to Poughkeepsie That Should Be U. W. Program

This is the year for Washington to shoot the rowing works. Last Saturday's regatta on the Oakland Estuary, in which Washington's three crews—varsity, junior varsity and freshmen—won three Pacific Coast Intercollegiate cham-

CLARK VICTIM IN B. C. PUCK SERIE

VANCOUVER, B. C., Tuesday April 23.—(AP)—Portland Olympic skiers to leave for their next homes today with the assistance of other hockey league change and leaving behind a crew of a grand old Vancouver team. And most disgruntled of all was John Clark, the black-clad net for

Seattle Times, April 16, 1935 (page 14).

Two sisters from Tacoma won National titles “skiing off with major awards in the initial running of the women’s national championships in downhill and slalom in Paradise Valley, on the rugged slopes of Mount Rainier.” Ellis Ayr Smith, who had only been skiing a couple of seasons won the downhill after making “a thrilling run down the side of Panorama to Edith Creek Basis in the remarkable time of 1:57.6 to best a field of 14 competitors,” beating Grace Carter by 36 seconds, “falling only once. Most of her competitors were somersaulting 5 to 15 times in their do-or-die races against time.” Ethelynne “Skit” Smith won the women’s National Slalom title “in running away style,” beating Grace Carter by three seconds. Ellis Ayr also finished fourth in the slalom, and “the big thrill of the day” came when it was announced that she had won the Combined National Championship title. Grace Carter was second in the Combined, and Skit, who placed 11th in the downhill, came in sixth place. The girls had to hike a couple of miles up a steep slope to reach the race courses. Grace Carter finished second in the combined and Skit Smith sixth. The Seattle Times published a picture

of the Smith sisters on April 18 saying, *Tacoma's Great Ski Champions*.⁸²



Ellis-Ayre & Ethlynn Smith, Mr. Rainier, 1935. Photo from Tacoma Library D2504-A



Smith sisters, Tacoma Public Library D250437.



Ellis-Ayre & Ethlynn Smith, Mr. Rainier, 1935. Photo from Tacoma Library D2504-B

⁸² *The Tacoma Ski Queens - 1944 American Ski Annual*, <http://hyak.net/lost/skiqueens.html>; *Miss Smith, Schroll Win in Downhill*, Tacoma Sunday Ledger, April 14, 1935 (page 7), Alpenglow Ski Mountaineering Project, Tacoma Library Clippings.

SNOW AND SPEED . . . They Ruled Rainier's Slopes . . . HERE ARE SCENES



HUSKIES WIN ALL THREE OAR RACES

(Continued From Page 20.)
 think the west will, shifiting and creaming.
 It was not the Huskies' killing pace, in the opinion of many observers, that pulled victory for the Northwesters. They believed it was a bit of strategy, which "racketed" the California crew off its course.
 Washington, instead of favoring in multi-channel, worked more and more to the inside during the race. California, having the inside course, appeared doomed and gradually eased to the outside side of the channel as the two shells battled down the stretch.
 Finally, nearing the finish line the men in the Huskies by altering their course to a slight degree in order to slip under the bridge in their own line on the north side of the inner central bridge pier.
 It was believed that this slight but distance spelled victory for the Huskies.

Five on Touchdown
 The winning crewmen, putting their hands into every part of the grilling oars, had their eyes on the horizon and beyond on Seattle, the winner standing as the West's outstanding candidate for national Olympic title.

Not since 1928 has a California crew beaten the strong-armed Huskies, despite their Olympic triumph in 1932 on the Alameda course.

Eight sophomores pulled in the Washington variety, which the "Pomonaans"—Squad of the Northwest—the crew in a man who won the intercollegiate freshmen title on the Hudson last year.

Pushing away with them was a catcher from California crew. Although might be thought, it was composed of sophomores, seniors and some college transfers.
 Native sons sat in both shells, were men in the Husky boat was a cadet of Washington, while the four crew held all California. The Washington variety average weight was 165 pounds, its average age 19.

Snow Condition

For 24-hour period ending at 7:30 a. m. yesterday.
 Temperature at 7:30 a. m. today, 37 degrees; lowest yesterday, 32 degrees; highest yesterday, 42 degrees. Windy today with moderate west wind.
MARTIN
 Temperature at 7:30 a. m. today, 42 degrees; lowest yesterday, 35 degrees; highest yesterday, 50 degrees. Windy today with moderate west wind.
PARADISE VALLEY
 Temperature at 7:30 a. m. today, 42 degrees; lowest yesterday, 35 degrees; highest yesterday, 50 degrees. Windy today with moderate west wind.
SUNSHINE ESQUAUME PASS
 Temperature at 7:30 a. m. today, 34 degrees; lowest yesterday, 28 degrees; highest yesterday, 40 degrees. Windy today with moderate west wind.



Fresh Race

It was the sixth straight time Washington fresh had conquered the Husky fresh. The time was 11 minutes 25 seconds for the two mile with the Huskies three lengths ahead at the finish.

The Washington fresh took the lead at the beginning, meeting the Husky fresh about a boat length ahead. Washington began picking up its stroke for the final split as the Husky fresh had used a 22 stroke. Husky crews stepped up their men to 22 as they rounded the bend, got in sight and Washington's babes two lengths ahead.

They came down the stretch with Washington fresh about a boat length ahead. Both picked up their stroke. Then the Washington fresh seemed to spurt further ahead, and as they approached the finish were three lengths ahead. They held that margin advantage as they rounded the bend. A strong headwind was blowing and a moderate side falling as the fresh raced.

Santa Barbara Nine Cops
SANTA BARBARA, Calif.—Santa Barbara State College closed second place in the Southern Conference baseball race today by defeating Whittier, 7 to 6. A four-run burst in the seventh put Santa Barbara ahead.

Jayvee Race
 Washington junior varsity's time was 37 minutes 43.4 seconds. California's players took the lead at the start, settling down to a pace of 37. After pulling approximately even with California by increasing its stroke, the Washington junior most dropped its stroke to about 22.

The crews rowed intensely despite the headwinds which blew upon the banks of the marshes.
 Washington was ahead by a length as the crews reached Governmental Island. When the race was about half over the Huskies held a length advantage. Then they added their stroke and opened a length and a half of water between their boat and that of California.

Washington soon made it two lengths as the crews came in sight of the Husky bridge.
 The crews rowed intensely despite the headwinds which blew upon the banks of the marshes.
 Washington was ahead by a length as the crews reached Governmental Island. When the race was about half over the Huskies held a length advantage. Then they added their stroke and opened a length and a half of water between their boat and that of California.

Washington soon made it two lengths as the crews came in sight of the Husky bridge.
 The crews rowed intensely despite the headwinds which blew upon the banks of the marshes.
 Washington was ahead by a length as the crews reached Governmental Island. When the race was about half over the Huskies held a length advantage. Then they added their stroke and opened a length and a half of water between their boat and that of California.

STANFORD DEFEATS U.C.L.A., 82 TO 49

LOS ANGELES, Saturday, April 13.—(U.P.)—It took a cool, cloudy day to do the trick, but Coach Don Tompkins' Stanford University track team vanquished the University of California at Los Angeles by a score of 82 to 49 here today.

The relay team, composed of Paul Grahn, Al Cranston, Homer Delinger and Al Dickson, surprised a picking climax to the victory by winning the four-man mile relay by thirty yards in the fast time of 2:14.4, the best time turned in in the country since a former Stanford team set a world record of 3:12.4 back in 1921.

Stanford's victory was due to a number of factors. The relay team, composed of Paul Grahn, Al Cranston, Homer Delinger and Al Dickson, surprised a picking climax to the victory by winning the four-man mile relay by thirty yards in the fast time of 2:14.4, the best time turned in in the country since a former Stanford team set a world record of 3:12.4 back in 1921.

Stanford's victory was due to a number of factors. The relay team, composed of Paul Grahn, Al Cranston, Homer Delinger and Al Dickson, surprised a picking climax to the victory by winning the four-man mile relay by thirty yards in the fast time of 2:14.4, the best time turned in in the country since a former Stanford team set a world record of 3:12.4 back in 1921.

Stanford's victory was due to a number of factors. The relay team, composed of Paul Grahn, Al Cranston, Homer Delinger and Al Dickson, surprised a picking climax to the victory by winning the four-man mile relay by thirty yards in the fast time of 2:14.4, the best time turned in in the country since a former Stanford team set a world record of 3:12.4 back in 1921.

Stanford's victory was due to a number of factors. The relay team, composed of Paul Grahn, Al Cranston, Homer Delinger and Al Dickson, surprised a picking climax to the victory by winning the four-man mile relay by thirty yards in the fast time of 2:14.4, the best time turned in in the country since a former Stanford team set a world record of 3:12.4 back in 1921.

Stanford's victory was due to a number of factors. The relay team, composed of Paul Grahn, Al Cranston, Homer Delinger and Al Dickson, surprised a picking climax to the victory by winning the four-man mile relay by thirty yards in the fast time of 2:14.4, the best time turned in in the country since a former Stanford team set a world record of 3:12.4 back in 1921.



HEC EDMUNDSON ON N.C.A.A. LIS

By GEORGE M. VARNELL
 Recognizing his ranking as one of the nation's best and field figures the United States, Hec Edmundson of Washington coach, has named as a member of the national committee for the Pacific Conference. A track and field championship to be held June 22 at Berkeley, Calif.

Edmundson's selection as a member of the committee of five that have full direction of the N. C. A. A. meet, the champion of the annual intercollegiate season, was announced yesterday from Chicago by John F. Griffith, president of the N. C. A. A.

Associate with the Husky coach on the committee will be W. V. Washburn, University of California; Prof. W. N. Metcalf, University of Chicago; A. J. King, College of the Pacific and to meet there a leading figure in the N. C. A. A. affairs, and W. H. C. Hunter of the University of Southern California.

The meet will be staged under direction of the University of California on the new Edwards Field at Berkeley and the field of California's intercollegiate runners and fencers will represent institutions from the Atlantic to the Pacific coast and north will participate.

The naming of Washington's coach on the very important committee is second only in importance to the recognition he received in 1927 as a member of the executive staff for the American Olympic team for the Berlin Games.

Never has the Northwest seen a ski carnival like the national intercollegiate championships at Paradise Valley, on the slopes of Mount Rainier, yesterday. The to-do continued on into the slushy phase today. 200 is a possession of the municipalities.

The three girls, lower left, are the women's downhill racers. Left to right, they are Katherine Smith of Tacoma, who won Genevieve of Seattle, second, and Barbara Anderson of California, who was fourth. Right is Hester Sakaraki, Hawaiian, who led the field, and the No. 18 relay lower center is Richard Curran of Dartmouth University, who won second in the men's event. Durrance and girls' photos by Associated Press.

Never has the Northwest seen a ski carnival like the national intercollegiate championships at Paradise Valley, on the slopes of Mount Rainier, yesterday. The to-do continued on into the slushy phase today. 200 is a possession of the municipalities.

The National Ski Year Book of 1936 gave national recognition to Northwest skiing. It discussed the National Championships and Olympic tryouts at Mt. Rainier in 1935.

The widespread general public interest in the National Downhill and Slalom Ski Championships was most surprising. In the East, only those “in the know” would have been talking freely and venturing opinions. In Seattle, however, the championships seemed as general a subject of public conversation as baseball games are in Boston.⁸³

The Washington Ski Club held its first annual slalom championship at Alta Vista on Mount Rainier in April 1935. The Renton Ski Club held its first annual tournament at Naches Pass.⁸⁴

In the fall of 1935, showing the impressive growth of the sport of skiing, other new skiing facilities were built. The Seattle Ski Club improved its ski hill close the highway near the Snoqualmie Summit with \$25,000 worth of labor contributed. The Forest Service built a “warming hut” on the sidehill close to Leavenworth’s big jump, equipped with comfort facilities, shower baths, a lunch stand, a large lounge with a nine-foot fireplace, caretaker’s facilities, and conveniences that will be particularly appreciated during Leavenworth’s annual jumping competition which is attended by thousands of visitors. At Mount Baker, the Forest Service constructed a large stone shelter on the site of the shelter course, where competitors could warm up and eat. The two projects cost \$35,000. Another shelter was built at McClure’s Rock in Paradise Valley on Mount Rainier, “a welcome protection for high altitude skiers.” The Pacific Northwest Ski Association met at Cle Elum in September 1935, hosted by the Cle Elum Ski Club, to map out the following year’s schedule of competition. Commonwealth Ski Club (Sahalie) had widened and lengthened its ski run adjacent to

⁸³ *Yearbook Gives Northwest Huge Boost in Skiing*, Seattle Times, December 8, 1935 (page 23).

⁸⁴ “Sitsmark Event Finishes Season,” *Seattle Times*, April 29, 1935 (page 14).

the lodge, and the club “has made many improvements to accommodate its membership.”⁸⁵

In December 1935, the Mount Baker Development Company began operating the first ski lift anywhere in the Northwest, a cable-drawn sled that hauled sitting skiers and their equipment from Terminal Lake up to Panorama Dome, 90 feet up the hill in a device known as a “ski escalator,” “in an attempt to develop more interest in the winter sport.” The ski escalator was developed by Arthur Brandlund, a local logger, and it carried 30 skiers up the hill in 12 minutes, a major convenience in those early days of skiing when walking up the hill was necessary before one could ski down. The Seattle Times said Mount Baker was the “newest of the great ski areas in the state,” and the ski escalator would “give skiers more downhill skiing than uphill climbing.” The first day of operation was December 22, 1935, and every cent taken in its first day would be turned over to the Olympic Ski Fund to assist the fine Northwest skiers heading for Europe.

The lift, nicknamed “Essie,” hauled skiers from 4,200 feet elevation in the valley to 5,100 feet elevation at the crest of Panorama Dome.

It is a huge toboggan, more than twenty feet long, six feet wide, and truly an escalator in build, besides in name. Skiers will not sit down. They will stand on steps built to conform to the steep contour of the quarter-mile hill the toboggan climbs, with a vertical handrail and a roomy center designed as pile-in for skis and rucksacks. The toboggan is hoisted by a motorized winch, securely anchored at the top. Tests held last week with a cable half the size of the one intended, and with five tons of weight piled on the toboggan, conclusively proved its tremendous safety factor...

The beauty of the escalator is that the novice gets just as big a break as the expert - in fact, more. The expert will get to the bottom too fast and have to start all over again. The novice may take a casual course, practicing the turns the expert already knows - and have plenty of leg strength left to them. That’s been most skiers’ trouble on hard climbs. By the time they get to a place where they want to tun around and go down, their legs are like rubber - all gone. With the escalator, they won’t need to worry. They’ll feel like Tarzan.

⁸⁵ *Huts Going Up at Mt. Baker, Leavenworth*, Seattle Times, September 8, 1935 (page 22); “Runs Widened,” *Seattle Times*, December 8 1935 (page 21)..

The Mount Baker Development Corporation was charting tours from the top of Panorama Dome and twenty possible runs had been mapped out. The highway to Mount Baker had been improved and bends in the road were eliminated.⁸⁶

However, Brandlund was unfortunately killed in an avalanche on Panorama Dome in early 1936, after the ski escalator had been in operation for less than a month. Brandlund and two others had been pulling themselves up the hill using the cable to start the machine when the avalanche hit. Two men survived but Brandlund died. The ski escalator was taken out of service afterwards, although it never functioned very well. “A system of pulleys and cables was powered by a donkey engine. The sled became bogged down in loose snow, however, and did not prove very satisfactory.”⁸⁷



Mount Baker ski escalator, January 1936. Picture courtesy of Kirby Gilbert.

⁸⁶ “Mount Baker Escalator Will Aid Olympic Skiing Fund, Open House to Feature Start of Big Haulup,” *Seattle Times*, December 8, 1935 (page 21).

⁸⁷ Heller, Ramon, *Mount Baker Ski Area, a Pictorial History*, the Mount Baker Recreation Company, 1980, pages 38, 39.

Paradise Inn on Mt. Rainier had been substantially upgraded and improved for the winter of 1936. A new kitchen wing had been constructed including warehouses, storerooms, etc. for provisions, and rooms for winter employees; steam heat had been installed in the lobby, dining room, and fountain room; halls had been enclosed, a false ceiling had been installed in the lobby, windows in the dining room and lobby had been shuttered and veneer placed on the inside of them to conserve heat; 43,000 gallons of oil and 50 cords of fireplace wood had been stored; the recreation room on the first floor had been converted to a public ski room with storage lockers for skis and a ski-waxing room; the stair-well in the sleeping room area had been resealed and new furnaces installed to heat the halls; and an emergency auxiliary power plant was installed for key lights in case winter storms damaged the power lines to the Inn.⁸⁸

The Seattle Times of December 8, 1935, reported that Snoqualmie Pass the Works Progress Administration (WPA) was planning to spend \$50,000 on “the most modern ski-jumping hill this side of the huge Olympic take-off at Lake Placid, New York. A comfortable cabin for skiers who frequent the Seattle Park Department’s big ski sector.” Both projects had been approved and would be completed by the winter of 1936. The Summit

probably has more skiers to the square inch during the winter season than any area due to its easy availability, and also due to the fact that it was in Snoqualmie Pass modern skiing was really born and raised. It is the home of Seattle Ski Club, The Mountaineers, Commonwealth Ski Club, Washington Alpine Club, and now one of the leased Washington Ski Club Lodges. It is the hub of more ski tours than can even be imagined...It’s high altitude length is dotted with the private cabins of winter sports enthusiasts.⁸⁹

**G. 1936: WINTER OLYMPICS ARE HELD IN GERMANY;
MOUNTAINEERS APPLY FOR MEMBERSHIP IN THE PNSA**

⁸⁸ *Check it Over!*, Seattle Times, December 8, 1935 (page 23).

⁸⁹ *Modern Ski-Jumping Hill, New Cabin to be Completed*, Seattle Times, December 8, 1935 (page 23).

In the premier edition of Ski Magazine published in January 1936, Hans Otto Giese wrote an article, *The Olympic Games*, about the upcoming international competition at Garmisch-Partenkirchen in Germany. Giese had been the chairman of the reception committee for the 1935 U.S. Olympic Team tryouts and National Championships held on Mount Rainier. He said the Olympics would “serve to form lasting friendships to be of the greatest service and value to athletics as one of the major factors in modern international relations to the end of maintaining peace amongst humanity and for continuing and furthering more than ever the fine ancient ideals and the spirit of the Olympic Games.” Giese’s article had pictures of the Washington skiers who went to Europe for the Olympic games: “Skit” Smith (national slalom champion), her sister Ellis-Ayr Smith (national downhill champion), both from Tacoma, Grace Carter, Darroch Crookes, and Don Fraser (of the Washington Ski Club).⁹⁰



In Europe, the U.S. would select eight men and eight women racers, who competed for four men’s and women’s slots who would race in the Olympic games. All of the northwest skiers except for Skit Smith made the eight person Olympic teams, but none were selected to actually race in the games, although Grace Carter was the first substitute on the women’s team. This shows how good skiing in Washington was in 1936, that four or five of 16 of the best racers in the United States came from Seattle or Tacoma.

The 1936 Winter Olympics featured Alpine skiing for the first time, with downhill and slalom racing and a combined event (downhill and slalom), along with Nordic events (cross-country, Nordic combined, and jumping). Men and women competed in the Alpine

⁹⁰ Alpenglow Ski Mountaineering History Project, alpenglow.org.

events, although only men were allowed in the Nordic events.

Don Fraser hurt his hip before the Games began which took him out of the Alpine competition. However, Fraser, who had been a successful cross-country racer, attempted to become one of the four U.S. cross-country entrants for the 18-Kilometer race. He was selected as an alternate but did not race, and was known as having made the U.S. Olympic team for both Alpine and Nordic events. Crookes took 5th in the downhill trials, just missing the cut to race. The U.S. men who raced include Dick Durrance, Robert Livermore, Jr., George H. Page, and A. Lincoln Washborn. Grace Carter was the first substitute on the women's team, Number 5 on the team. The Seattle Times said on February 3, 1936, that "Ellis-Ayr Smith of Tacoma, national downhill champion, and her sister Skit, national slalom champion, failed to land on the squad." The Times published a picture on February 7 of the eight women Olympic team, which included Ellis-Ayr Smith and Grace Carter.



Seattle Times, February 7, 1936 (page 12)

Dick Durrance, who learned to ski in Garmisch in the early 1930s, was the highest finishing U.S. skier in the Olympics, coming in tenth. Germans took gold in the men's and women's event. The U.S. team placed eight overall, winning four medals.⁹¹



U.S. Olympic team, 1936 at Zermatt. Left to right: Bob Livermore, Darroch Crookes, Al Lindley, Lincoln Washburn, & others. Picture from Durrance, *The Man on the Medal*.



U.S. Olympic team 1936, Don Fraser, Darroch Crookes, Dick Durrance. Picture from Durrance, *The Man on the Medal*.

⁹¹ 1936 Winter Olympics, <http://www.skimuseum.net/pdf/1936-52.pdf>; *Leavenworth's Big Ski Meet on Next Sunday, No Team Selected, U.S. Ski Team Selected*, Seattle Times, February 2, 1936 (page 19); *Seattle Men Out, Grace Carter Lands as Sub on Girl's Team*, Seattle Times, February 3, 1936 (page 14).

After the Olympics, Darroch Crookes was identified as the male skier who had significant potential for the future. Professor Hildebrand, the U.S. coach, said that if Crookes had come to Europe sooner and had practiced more, “he would have given the rest of the boys a run for their money.” Crookes “has more skiing ahead of him than any of the other men.”⁹²

A number of U.S. racers stayed in Europe and entered other competitions to improve their skiing, including the five Northwest skiers - Don Fraser, Darroch Crookes, Grace Carter, and the Smith sisters. Don Fraser wrote the Seattle Times telling them about the post-Olympic plans for the northwest skiers. Fraser said that although they were familiar with the newer style of skiing, but to make sure, they were going to Seefeld after the Games to take instruction from Anton Seelos, although the trip would take “quite a few of our precious dollars.” Ellys-Ayr and Skit Smith were going to St. Anton am Arlberg to study skiing under teachers there. “They are both skiing beautifully, and with a little more coaching will be able to hold their own in most company.” Fraser said it seems as if they let the northwest down in the Olympics, but if they had been in Europe for two more weeks, “a different team would have been named.” Crookes was fifth or sixth in the downhill, and Fraser was fifth in the langauf, but neither could quite make the final four.⁹³

Seattle friends of Grace Carter, “the most brilliant youngster to flash into the American skiing picture since the sport took hold,” provided her with sufficient money to keep her in Europe until the Kandahar race was over. She planned to acquire “ski-learning under her coach Otto Furrer...one of the world’s most famous ski instructors, and coach of the American women’s team,” and compete in the Arlberg Kandahar, “the greatest of all European downhill mountain races.” Carter’s rise

⁹² *Garmisch Letter, Crookes Proving Brilliant Skier*, Seattle Times, February 15, 1936 (page 4).

⁹³ *Europe Ski Notes*, Seattle Times, March 10, 1936 (page 4).

international skiing “has astounded even her coach, Otto Furrer.” This Seattle girl, who was rated No. 5 on the American team, “with proper coaching could easily become one of the world’s great skiers.” Coach Furrer said she showed “great improvement and promise.” Don Fraser and Darroch Crookes “were sufficiently provided” to stay for the Kandahar race “which is open to all competent skiers.” The F.I.S. races, which included downhill and slalom events, were team events. The Kandahar was a club event, so Don Fraser and Grace Carter would compete for the Washington Ski Club, and Darroch Crookes would ski for the University of Washington.⁹⁴

The United States entered full teams of six men and six women in the men’s and women’s divisions in the International Ski Federation races held at Innsbruck, Austria in the middle of February 1936. Grace Carter, Donald Fraser and Darroch Crookes of Seattle were members of the U.S. teams. Dick Durrance and Elizabeth Woolsey of New Haven, Conn. “paced the American delegation,” with Durrance finishing thirteenth and Woolsey eight in the downhill. Grace Carter finished twentieth. Crookes cracked a rib in a high-speed fall on the ice-coated course where “spills galore and broken bones” marred the race, and only 39 of 62 racers finished the race.⁹⁵

On March 10, 1936, the Seattle Times reported that Darroch Crookes and Grace Carter competed in the Marmalad downhill in the Italian Alps (at Italy’s expense), and the two of them would enter the Kandahar race at St. Anton, Austria, along with Don Fraser, and Ellis-Ayr and Skit Smith. The northwestern skiers were expected to return home after the Kandahar, and arrive in time for the

⁹⁴ *Grace Carter Stays in Europe, Fraser, Crookes Likely as Kandahar Race Entries, Money Raised her for Brilliant Young Girl*, Seattle Times, February 20, 1936 (page 12).

⁹⁵ *Seattle Skiers “In”, Carter Crookes, Fraser at F.I.S.*, Seattle Times, February 19, 1936 (page 16); *Crookes hurt, Carter is 20th, Durrance 13th, F.I.S. Race Hard*, Seattle Times, February 21, 1936 (page 11).

Muir Race, “if they don’t decide to stay a bit longer in Europe.”⁹⁶

The two day Kandahar race at St. Anton, Austria was held in mid-March, 1936. Six American men competed including Don Fraser and Darroch Crookes, along with 11 American women, including Grace Carter, Ellis-Ayre Smith and Skit Smith. Emille Allais of France won the downhill race on the first day of competition. Dick Durrance finished highest of the six U.S. men in the competition. After the slalom races held on the second day, Austria won the combined overall team titles in both the men’s and women’s events. Fred Pfeifer of Austria tied with Hans Von Allmen of Switzerland for first in the men’s competition, with Emile Allais of France placing third. The Americans found the slalom course too difficult in spite of good snow conditions. The women’s competition was won by Baroness Gratia Maria Margaret van der Oye of Holland, Marion McKean of Beverly Farms, Mass. was tenth, and Clarita Heath of California was 11th. Grace Carter, “Seattle’s girl entry, dropped out before the finish.”⁹⁷

On March 20, 1936, the Seattle Times reported that Don Fraser and Dick Durrance were buying bicycles in Munich, pedaling to Hamburg, then sailing to Norway to compete in mid-April tournaments. Fraser, Darroch Crookes, Ellis-Ayr and Skit Smith, and Grace Carter had been guests of Italy at several competitions.⁹⁸

In late March 1936, Bill France, “the first of ski internationalists,” returned to Seattle and reported on American skiing at Garmisch-Parkenkirchen. All of Germany that saw pictures of Mount

⁹⁶ *Europe Ski Notes*, Seattle Times, March 10, 1936 (page 4).

⁹⁷ *Kandahar Won by Frenchman*, Seattle Times, March 15, 1936 (page 5); *Kandahar Won by Frenchman*, Seattle Times, March 15, 1936 (page 25); *Austria Takes Kandahar Race*, Seattle Times, March 16, 1946 (page 15); *Ski Meet Gets Largest Entry, Grace Didn’t Finish*, Seattle Times, March 17, 1936 (page 15).

⁹⁸ *100 Jumpers in NW Ski Meet Sunday, Snoqualmie to be Jammed by Finest Talent, Durrance, Fraser Travel*, Seattle Times, March 20, 1936 (page 36).

Rainier and Mount Baker and their ski terrain want to come over and ski here. Germany's number one coach wants to come to the Northwest to coach at either Rainier or Baker. "Grace Carter has developed as brilliant a skier as Mrs. Dudley Wolf, the manager of the American women's team said....She improved more than any other girl on the American team." The money spent to send Washington's five men and woman team to the Olympics was well spent. The big shot skiers European skiers use an advanced tempo turn even better than Dick Durrance, America's number one skier. Durrance is still outclassed by European skiers. France said the U.S. needs to bring German coaches over for the next three years and we would have a chance in the 1940 Olympics. France put in a plug to build ski lifts in the Northwest, which in 1936, had none. "Their aerial trams make downhill skiing easy. We must have trams here - to teach skiers and to catch the international skiing trade, which in Europe is a tremendous business." The European skiers use Kandahar type bindings with downhhill attachments, and a longer ski than the Americans, 7 foot 4 inches to 7 foot 6 inches. The snow conditions in Germany are not as good as in Washington.⁹⁹

The 1936 Olympics held in Garmisch-Parkenkirken, Germany helped stimulate interest in obtaining ski lifts in the United States, as the U.S. skiers saw the benefits of lifts in training. Arnold Lunn, a British authority on skiing, described the disappointing results of the American skiers at the 1936 Olympics, blaming their performance on the lack of ski lifts that would enable them to train more effectively.

In the United States you are handicapped by a lack of mountain railways and funiculars. To achieve the standard of a FIS or Alrberg-Kandahar winner, a skier needs weeks of practice during which he can have his 10-15,000 feet of downhill skiing in the day. A skier who has to climb every foot is lucky if he can average 4-5,000 feet a day. Indeed, with your variable weather I doubt if your American racers can average 3,000 feet a day throughout the season.

⁹⁹ *Germany Wants to Visit This Area, Ski Here*, Seattle Times, March 24, 1936 (page 19).

Lunn also commented that the women members of the U.S. Olympic team “were busily engaged in establishing an American-Norwegian entente” with the men of the Norwegian team. Lunn was a British international authority on ski racing who helped to popularize the sport of slalom racing, was a member of the FIS executive committee for 50 years, and wrote a number of books about skiing and mountaineering.¹⁰⁰

By the fall of 1936, all but one of the Washington members of the U.S. Olympic team had arrived back in the Northwest, including Don Fraser, Darroch Crookes, Ethelynne (Skit) Smith and Grace Carter. Ellis Ayre Smith was still in Europe. “They brought back added knowledge of skiing and the Washington Ski Club hopes to take full advantage of it with the early December snows...unofficial instructors, as it were.” The Northwesterners coming back from Europe were expected to demonstrate the change in skiing technique from “the clumsier downhill stance of years before to the reaching vorlage so essential now to high-speed running.”

In December 1935, it was announced that skiers could drive “to nearer than ever before to the summit of Chinook Pass,” because of cooperation with the state Highway Department parking was cleared at Cayuse Pass, just 3/4 of a mile by trail from Tipsoo Lake at the summit. The trail had been constructed that fall for skiing, was “graded and marked with posts which project through the snow. “Surrounding Tipsoo Lake are many excellent ski slopes, while two miles to the south over a shoulder of Dewey Mountain, lies Dewey Lake.”¹⁰¹

¹⁰⁰ “American Skiers at the Olympics,” *American Ski Annual, 1936*, pages 22, 23. Lunn was a British international authority on ski racing who helped to popularize the sport of slalom racing, was a member of the FIS executive committee for 50 years, and wrote a number of books about skiing and mountaineering.

¹⁰¹ “Pacific Northwest Activities,” *American Ski Annual, 1936*, pages 180, 207; “Chinook Pass Luring Athletes, Highway Department Assisting, *Seattle Times*, December 8, 1935 (page 25)..

H. 1936: NORTHWEST SKIING CONTINUES TO GROW

Mountaineers Apply for Membership in the PNSA

In 1936, The Mountaineers applied for membership in the Pacific Northwest Ski Association, which can be found in the Bresko Collection. The group described its long participation in skiing, which is a description of most of local skiing history.

As a Club, the Mountaineers undoubtedly have played a most important part in local ski history. They have skied for more than twenty years and skiing has been a major activity for a decade. Club members started skiing at Paradise in 1913-1914 during the famous Winter Outings which were held annually in Rainier National Park for so many years. In fact, the popularity of Paradise as a winter ski center is due directly to these outings.

The Club maintains two ski lodges in the Cascades. Snoqualmie Lodge located near Snoqualmie Pass, is a year around lodge devoted to climbing in summer and skiing in winter. It was built in 1914, accommodates 70 people, and has a cook and caretaker always on duty. The Club was the first local organization to build a ski hut especially for skiers. In 1928 Meany Ski Hut was constructed at Martin. It is used solely for skiing, accommodating 52 people. The Hut is less than five minutes from the railroad station at Martin and about three miles by road from the Sunset Highway just below Lake Keechelus.

Club ski competitions are the oldest locally by far. In all, nine trophies are competed for yearly. Cross country cups for women and men have been raced for annually since 1923, respectively. The Club ran the first downhill and slalom races in this region, trophies for both these events now being in their seventh year. For the same length of time the Club has run a ski patrol race, the only one in the Northwest, and probably the only one in this country.

Mountaineers have had a Club jumping trophy since 1929, but jumping as such, never made much headway in the Club. However it can point with pride to the fact that the Beaver Lake Jumping Hill was located first by Mountaineers. All rights to the hill were turned over to the Seattle Ski Club as it was realized that the latter was better fitted to develop this particular phase of skiing.

As early as 1929, a Ski Annual, replete with illustrations and ski articles was published, receiving much favorable comment. A seasonal column in the monthly Bulletin, headed Ski Tips, dates back to 1929 also. Other publications include a comprehensive wax chart which lists waxes suitable for use in this region, and an equipment list which classifies skis, binding, poles and boots...

Ski tests based on the British Ski Tests have been included in the Mountaineers curriculum

since 1929. Instruction has been available at both Snoqualmie Lodge and Meany Ski Hut...With their special Ski Outings the Mountaineers have pioneered many new ski areas, and in smaller parties have covered a large part of the local terrain. Mountaineers made the first ski ascents of Baker, Adams and St. Helens and been highest on Mt. Rainier on skis..

Until last year the Mountaineers entered outside competition only spasmodically, mainly because jumping and cross-country events only were available. With the advent of open downhill and slalom racing the Mountaineers entered this type of competition...The Mountaineers are prepared to give an open competitive event of their own this season in the form of an open patrol race, 20 miles in length from Snoqualmie Pass to Meany Ski Hut.

Mountaineers have marked and made more miles of ski trails than any other local club. The 20 mile trail between the Lodge and Ski Hut is marked with painted metal markers. A new trail to Silver Peak Basin was made and marked last year. Already underway for this season are painted wooden signs (similar to AAA signs) for all trails and junctions near Snoqualmie Lodge.¹⁰²

Since 1930, the Mountaineers ran its 20 mile Club Patrol Race along the crest of the Cascades from Snoqualmie Lodge near Snoqualmie Pass to Meany Ski Hut at Stampede Pass. Three man patrols competed in the event that was based on military patrol races common in Europe. The record for the course was four hours and 37 minutes over a marked and packed trail, set in 1936. In 1936, the Mountaineers sponsored its first annual Open Patrol Race on March 15, where other ski clubs were invited to enter. The Mountaineers provided meals and lodging for teams entering the race, but competitors had to bring sleeping bags since only springs and mattresses were available at the Club.

The Mountaineer's Lodge was less than one mile from the Sunset Highway, two miles west of Snoqualmie Pass Summit. There was a well marked trail which took 40 minutes to cover. Meany Ski Hut, the finish of the race, was three miles from the Sunset Highway at the Martin stop on the Northern Pacific Railway. Skiing from the Ski Hut to the Cascade Slide on the highway took about an hour and was downhill or level all the way. Cascade Slide was 11 miles east of the Summit.

¹⁰² The Mountaineers' Application to Join the Pacific Northwest Ski Association, 1936, found in the Bresko Collection.

Participating skiers had to be at least 20 years old and have a medical exam before the race. A patrol consisted of three skiers entered by an organized ski club. The course shall be along the high line route from the Mountaineers' Meany Ski Hut at Martin to Snoqualmie Pass Summit, via Stampede Pass, Baldy Pass, Dandy Creek, Meadow Creek, Yakima Pass, Mirror Lake, Mirror Lake Trail, Silver Peak Trail, the Mountaineers Snoqualmie Lodge and Beaver Lake Trail. The course was approximately 20 miles in length and ranges in elevation from 2,700 feet to nearly 5,000 feet, and was marked with painted metal markers.

Each contestant had to carry a pack weighing not less than 12 pounds, to include emergency rations, compulsory and optional equipment. Emergency rations consisted of a package of raisins and a can of canned beef. Compulsory equipment consisted of a light axe, two compasses, one watch, three candles, 50 feet of rope, a first aid kit, a map of the district, a flashlight, matches, and snow glasses. Clothing was prescribed by the Club, and in addition to ordinary clothing, each contestant must carry an extra sweater or jacket, mitts and wool socks. All three members had to finish within one minute of each other or the team would be disqualified. The time of the last skier would be the time for the patrol. Medals were to be presented to individuals in the winning patrols.

The first annual Patrol Race held in 1930 was won by the three-man team of Otto Giese, Andy Anderson and Fred Ball who covered the twenty five mile course in "the record time of 7 ½ hours." The trail had been broken by Wolf Bauer, Hans Grage, Chet Higman and Otto Lunn. In the 1936 Patrol Race, the first to be open to other ski clubs, five three men ski patrol teams entered. The Seattle Ski Club team consisting of Roy Nerland, Howard Dalsbo and Ole Tierdal won the event, finishing in four hours, 50 minutes and 37 seconds, beating the second place College of Puget Sound team by four hours. Tyverdal and Dalsbo wore racing skis. Dalsbo pulled a tendon in his knee ten miles from

the finish but “gamely finished.” Their time did not equal the record time of four hours, 37 minutes set earlier in 1936, by Wolf Bauer, Bill Miller and Chet Higman. It was thought the CPS team turned back, but they arrived at Martin nine hours after leaving the Snoqualmie Lodge, and were the only other team that finished the race intact. The 18 mile race was “a grueling haul designed only for the best cross-country racers of each club,” particularly in the wet heavy snow conditions the racers experienced. The Washington Ski Club team of Hans-Otto Giese, Pat Patterson and Alf Moystad, was disqualified when a member broke a ski and borrowed an emergency ski tip from another team, since the rules specified that no patrol may accept assistance from another patrol. The Seattle Mountaineers team of Wolf Bauer, Bill Miller and Scott Edson was disqualified when Miller became ill and returned to Snoqualmie. The team went on, Miller got better and followed but finished well behind his other teammates. The rules specified that all members of a patrol must finish within one minute of each other. Had the team waited for Miller, they would have finished second. One of the Everett Mountaineers team became ill and had to return to Snoqualmie.¹⁰³



Mountaineer's Lodge, Snoqualmie Pass. Photo from *Images of America: Snoqualmie Pass*, John & Chery Kinnick.

¹⁰³ *Ski Team Makes New Trip Record*, Seattle Times March 26, 1930 (page 21); *Seattle Club's Patrol Team in 18-Mile Victory*, Seattle Times, March 16, 1936 (page 15).

Northwest Skiing is Promoted

The premier issue of Ski Magazine of January 1936, described how good Northwest skiing was. One article said the Northwest was “the Switzerland of America” with perfect conditions for the advancement of skiing. “With a mild climate and close proximity to population centers, golf may be played in the lowlands while skiing takes place among the mountain tops. Snoqualmie Pass was Seattle’s closest skiing area, “a mecca for thousands who have but a day to spend.” At Leavenworth, a government grant paid for the clearing of trees and stumps from a 40 acre skiing area by the Forest Service and Civilian Conservation Corps. The club had several jumping hills and a variety of slopes and trails. Stevens Pass was said to be comparable to the best ski terrain to be found in the Northwest, and a clearing and building project was being considered by the Forest Service for 1936, similar to the work done at Leavenworth which will make it a “mecca for skiers.” Mount Baker offered a “Ski-Escalator now in operation” to move skiers up the hill. While railroads had not undertaken a comprehensive plan to develop skiing, the Magazine was confident that with the tremendous growth of local skiing interest,” snow trains will soon be a reality.” The Mountaineers, Washington Alpine Club, Washington Ski Club and Seattle Ski Club were mentioned as organizations that “blazed the trail” in local skiing. The University Book Store offered a bus service from Seattle to Snoqualmie Pass on Sundays, leaving at 7:15 a.m., arriving two hours later, fare \$1.50. The Book Store also rented ski equipment. The Northwest offered “one of the longest ski season in the world. Spring and mid-summer skiing starts around March and continues as late as June or July. At these dates, we turn to the vast sun-lit expanses of ski ground that lie between glaciers.”

Seattle’s Ski Park turned out to be a huge success. An article in the January 1936 Ski Magazine discussed a plan that had been submitted to improve the Municipal Ski Park by cutting more

trees and smoothing out terrain so several thousand skiers could enjoy themselves. The time had come that people must choose “whether a huge ski development shall take place and Seattle and neighboring communities reap the fullest reward both commercially and recreationally.”¹⁰⁴

We have to choose: does conservation mean to keep our ski hills in comparative idleness - unused through the ages - or to yield to the demand of your America that they be given an adequate winter playground. The high school boys and girls are the skiers of today and tomorrow. They cannot afford trips to distant places and to expensive hotels, but they must have physical activity to develop fully and to satisfy their love of adventure.

The exhilaration of swift running skis, the purity of mountain air, the achievement of skill and the approbation of their companions, the feats of daring on skis...all these give to young America an outlet of exuberant spirits. It is a youth movement worth while. It teaches them teamwork, self control, good sportsmanship, ability to overcome obstacles, to endure and enjoy a mountain storm and to really know the outdoors in all its varying beauties and vicissitudes.

Let
the
wo
cea
ssl
for
fur
de
pm
of
ng
Sn
a 1
P a



Ben Evans skiing at Ski Park, 1935. Seattle Photo Archives, # 31194.

u s
n
r k
sele
y
the
ther
velo
ent
skii
in
oqu
mie
ss.¹⁰



Seattle Municipal Park, 1935. Seattle Photo Archives, #31169.

¹⁰⁴ Alpenglow Ski Mountaineering History Project, alpenglow.org.

¹⁰⁵ Alpenglow Ski Mountaineering History Project, alpenglow.org.



Seattle's Municipal Ski Park at Snoqualmie Summit, 1937. The first rope tow was installed in 1938. Photo from Moffett family.



Cars on Snoqualmie Pass, 1930s. Photo from *Images of America: Snoqualmie Pass*, John & Chery Kinnick.



Cars at Snoqualmie Summit, 1930s. Photo from Prager, *Snoqualmie Pass*.

Ch
e s
b e
ma

ang
had
e n
d e

at the Municipal Ski Park for the winter of 1936, which was “unique in American skiing, since it is

owned and operated by a city and is undergoing somewhat of a spiritual transformation.” Popularity of skiing the past two years had grown so much that skiing was actually dangerous. Ben Evans appointed Tom Sedgwick as the ski director of the Ski Park, and skiing was becoming “more or less controlled.” Sedgwick said there would be

no more of this stuff of skiers climbing up in the middle and getting knocked down by someone who hasn’t learned to make a turn. We’re trying to educate them to go up the sides and then ski down the middle. The upper half of the slope is for the better skiers, who perhaps are learning to turn to a stop. My megaphone helps. I stand in the middle and direct traffic.

Evans hoped to persuade the Forest Service to widen the ski area by cleaning out trees. Floodlight skiing would begin that weekend - three huge searchlights had been erected at the bottom of the hill.¹⁰⁶

Ben Evans was the heart and soul of the Municipal Ski Park, who continued to play an active role in its management after the area opened, although others from Seattle’s Park Board contributed as well. Tom Sedgwick played an important role as the area’s traffic cop

The Park Board ski hill at Snoqualmie Pass has few more enthusiastic patrons than Ben Evans, who, as supervisor of Seattle playfields, has charge of the ski hill. He took up the sport several years ago, when he most of the current skiers were content to read about the sport. Now he goes to the ski hill nearly every Sunday. Ben’s lieutenant-in-charge there is Tom Sedgwick, who teaches swimming at Seattle beaches during the summer. Tom is “traffic cop” at the ski course. He patrols the hill and megaphones warnings when thoughtless or slow-footed skiers “park” in prohibited areas, such as in the middle of a ski track. The “ski cop” makes no arrests for speeding, however. A skier can go as fast as his skill permits.¹⁰⁷

Skiing conditions were very good in the spring of 1936 at Snoqualmie Pass - good snow and cold temperatures.

At Snoqualmie Pass on a perfect day for skiing....Girls, faces made rosy by biting cold wind...a skier hobbling down the trail like a lame duck, making what progress he could with one ski broken. Municipal Hill, hundreds of persons swarming over it, jumping to get out of each

¹⁰⁶ *Park Area is Patrolled*,. Seattle Times, January 21, 1936 (page 16).

¹⁰⁷ *Strolling Around the Town*, Seattle Times, January 23, 1936 (page 17).

other's way; like so many ants on an ant hill... motorists nursing frozen automobiles...veteran skiers declaring the snow "the best it's ever been," while the temperature crept barely near zero.¹⁰⁸

While the rest of the country was "inseeding their skis and turning to the lowland sports," in Washington "where the snow rides deep and high, the period of pre-determined skiing's merely starting," the period of spring snow was just about at hand. March offered an impressive array of skiing competitions in the Northwest. On March 8, 1936, ten Seattle high school teams would compete at the Summit's Municipal Hill in jumping, slalom and cross-country, and men's and women's downhill races would be held at Paradise Valley. On March 15, the Mountaineers were hosting its open patrol race from Snoqualmie Lodge to Martin, "twenty miles of amazing terrain," with three-man teams competing. On March 22, the Pacific Northwestern Ski Association junior and senior jumping championships would take place on Snoqualmie Pass. On March 29, the Vancouver B.C. jumping and cross-country championships would occur. On April 4 and 5, the Seattle Junior Chamber of Commerce Spring Ski Carnival would be held at Paradise Valley, and downhill and slalom tournament would be held at the Washington Ski Club. Ski competitions were expected to last until May.¹⁰⁹

The W.P.A. was planning to fund major improvements to Seattle's Municipal Ski Park in 1936, although the project dragged on for several years. In December 1935, the Seattle Times announced that \$50,000 in W.P.A. projects had been approved for the Municipal Ski Park: a new jumping hill that would be the most modern one this side of the huge Olympic take-off at Lake Placid, New York; and "a comfortable cabin for skiers who frequent the Seattle Park Department's big ski sector." Both

¹⁰⁸ Seattle Times, February 19, 1936 (page 13).

¹⁰⁹ *Spring Skiing's Period Arrives*, Seattle Times, March 3, 1936 (page 17).

projects have been approved, only the proximity of heavy snowfall prevented immediate starts on both, but they would be a reality next ski season. Snoqualmie Summit

probably has more skiers to the square inch during the winter season than any area, due to its easy availability and also due to the fact that it was at Snoqualmie Pass that modern skiing was really born and raised. It is the home of Seattle Ski Club, the Mountaineers, Washington Alpine Club, and now one of the leased Washington Ski Club Lodges. It is the hub of more ski tours than can even be imagined; it is the home of the annual Seattle Ski Club tournaments,, and next February is the host to the Pacific Northwestern Ski Association jumping and cross-country championships and to the Pacific Northwestern Junior championships in jumping, cross-country, downhill and slalom racing. It's high altitude length is dotted with private cabins of winter sports enthusiasts.

The paper also said the National Ski Year Book "gave the conclusive indication that the national recognition accorded Washington skiing has been a real and hearty one, based on the National Downhill and Slalom Championships that had been held the prior April on Mt. Rainier."¹¹⁰

Additional plans for the W.P.A. project to build a new ski hill and lodge were made public in February 1936. The W.P.A. grant was not \$50,000 as previously announced, but \$18,520, which would be spent to create a "new skiing paradise." The project will include a 200 foot jumping hill, patterned after the one at Lake Placid, new trails cut in the forest, and a large park warming shed. Land would be cleared for a new 10 acre park, and improvements would be made on the existing five acre park, which had been partially developed under the Civil Works Administration. The 20 x 20 foot warming hut will be supplemented by a 60 x 30 foot similar structure, made of lodge poles cut locally, which will have a large rock fire place. It was noted that there were 100,000 skiers in the United States, of which 25 - 30,000 were in the Northwest.¹¹¹

¹¹⁰ *Snoqualmie Pass Projects Total \$50,000; Year Book Gives Northwest Huge Boost in Skiing*, Seattle Times, December 8, 1935, (page 33).

¹¹¹ *WPA Will Construct Ski Jumping Hill at Snoqualmie: \$18,570 Grant to Provide New Snow Paradise*, Seattle Times, February 23, 1936 (page 13).

In July 1936, the Times announced *W.P.A. Will Build Jump Project*. The ski jump will take form soon. A 225 foot capacity jump designed by Peter Hostmark of the Pacific Northwest Ski Association, will give the west a hill comparable to the magnificent ones in Norway. The runout will be lined with a grandstand, and the hill will be a model of engineering perfection, built on wooden trestles of cedar taken from the Snoqualmie National Forest. The paper also published several pictures of skiers enjoying themselves at local ski areas. A picture of skiers at the Municipal Ski Park was called *City Playfield and Mountain Snows*. “Skiers on a picturesque ski grounds at Snoqualmie Pass established by the Seattle Park Board in recognition of the ever growing popularity of the sport.”¹¹²

In October 1936, the Seattle Times announced that work was to begin on the “Huge Ski Jump hill”, the W.P.A. project for a 200 foot capacity modern ski hill, grandstand and shelter just 400 yards off the highway just west of the Summit. The purpose of the project was to put men to work. The Seattle Times was even more certain in its Ski Edition printed on November 18, 1936, with two separate articles about the project, one saying *New Jump Seems Likely*. The Forest Service seemed “ready to assist in completion of a jumping hill” near the Summit. More than \$20,000 in W.P.A. funds had been allocated for the jumping hill, but delays had meant the work had not started. The president of the Seattle Ski Club announced the hill would be built next spring as soon as the snow melted, with the Forest Service taking the lead. The jump will be open to all Washington skiers, although the Seattle Ski Club will maintain it. “Included in the original plans, which still stand, are grandstands and, at the end of the run-out, a long warming shed for the comfort of guests.” The second article said that \$20,000 had been appropriated for the construction of the warming hut on the Seattle Park Board’s skiing area, and \$21,000 had been appropriated for the construction of a “magnificent jumping hill at

¹¹² *W.P.A Will Build Jump Project*, Seattle Times, July 12, 1936 (page 13).

the Summit.” Optimism was expressed that the projects would go through as they were “good for the welfare of skiers generally.”¹¹³

The American Ski Annual for 1936 reported that the project was “hanging fire and uncertain of fruition” even though \$20,000 had been allowed by the Works Progress Administration. “The hitch: political confusion in county offices over the loaning of necessary equipment. Last minute reports were that the King County Commissioners were beginning to agree that a ski hill would be a fine thing and that someone should loan some equipment - perhaps the King County Commissioners.”

Unfortunately, W.P.A. funds were “slashed in 1936 and 1937,” its work force in Washington was curtailed, and the Snoqualmie Pass projects were never built. In the fall of 1937, the Pacific Northwestern Ski Association considered transferring the Northwest Jumping Championships from the Seattle Ski Club to another club “since the Works Progress Administration failed to construct a promised new jumping hill at the summit of Snoqualmie Pass.”¹¹⁴

Northwest Competitions Continue

Despite the fact that the northwest’s best alpine skiers were competing in Europe in the winter of 1936, the normal ski tournaments were held at home. Two major jumping tournaments were held, one at Leavenworth and the other at Beaver Lake at Snoqualmie Summit. “As usual, the cream of the Northwest and Canadian jumping talent will be on hand.” “With Leavenworth the ski jumping is so institutionalized that the only change each year is one of improvement bettering the hill; making things

¹¹³ *Work to Start Soon on Huge Ski Jump Hill*, Seattle Times, October 1, 1936 (page 15); *New Jump Seems Likely, & Two Projects Hang*, Seattle Times, November 18, 1936 (pages 42, 44); *W.P.A. in State Curtails Force*, Seattle Times, November 5, 1936 (page 24); *W.P.A. in State to Slash Jobs*, Seattle Times, June 24, 1937 (page 16); *Relief Spending Expected to be Trimmed in '38*, Seattle Times, September 22, 1937 (page 1).

¹¹⁴ *Pacific Northwest Activity*, American Ski Annual, 1936, page 180; *Ski Chiefs to Discuss Plans Here October 2*, Seattle Times, September 5, 1937 (page 14).

better for the public; easing the parking problems; and encouraging Seattleites to ‘come over’ on the big ski special operated by the Great Northern.” The ski special, which carried 600 ski fans from Seattle and Everett the previous year, would include a diner and parlor car. The Leavenworth tournament was won by Ivind Nelson of Revelstoke, B.C., with his team mate Hans Gunnerson taking second. Bakke and Sather had competed against each other the prior year at the National Championships in Salt Lake, where Sather beat Bakke. Sather had been responsible for the “proper conduct” of the Leavenworth tournaments, “seeing that the hill is care for, properly packed with snow, amply provided with tournament assistants.” The 5,500 spectators who braved the extreme weather could see Helge Sather and Hermod Bakke, both of Leavenworth, fight an intense duel but they took home no prizes. The Great Northern special surpassed all records, with 14 cars jammed to the doors. The jumps at the tournament were the longest made in any American event that year.¹¹⁵

The Northwestern Jumping Championship at the Seattle Ski Club’s Big Hill at the Summit was scheduled for late February 1936. The competition was expected to be dominated “by lads of Norwegian descent.” Nordal Kaldahl, Ivind Nelson and Hans Gunnarson of Canada against Hermod Bakke, Heige Sather and Hjalmar Havam and Ole Tverdal of the United States. “Kaldahl is the color of the tournament...of any tournament. A whooping wildman, his performances over a four-year period have been epic.” The tournament was postponed after a major snow slide closed the highway, which killed two men in a car and buried alive 20 passengers in a bus. A Milwaukee Road train was derailed when it hit a slide, and North Bend was packed after the highway was closed. The event was

¹¹⁵ *Leavenworth’s Big Ski Meet on Next Sunday*, Seattle Times, February 2, 1936 (page 19); *Leavenworth’s Rivalry Keen*, Seattle Times, February 7, 1936 (page 14); *Leavenworth’s Rivalry Keen; Meet on Sunday*, Seattle Times, February 7, 1936; *Nelson Winner on Big Hill at Leavenworth*, Seattle Times, February 10, 1936 (page 14); *Kaldahl Heads for Ski Joust*, Seattle Times, February 19, 1936 (page 16).

held later in March. Admission to the event cost 50 cents at the hill and 40 cents if purchased in Seattle. The University Book Store operated buses to the event from Seattle. “Leavenworth’s brilliant Hermod Bakke” defended his special jumping title, and Henry Sotvedt of Vancouver defended his combined jumping-racing title. Bakke won the combined jumping and cross-country title, and Howard Dalsbo completed “the perfect circle of Northwest Championships” by winning the jumping event.¹¹⁶

The same weekend as the jumping competition at the Summit, there was a triangular downhill and slalom competition between the University of Washington, the University of British Columbia and College of Puget Sound at Mount Baker, and a meet between the Penguin Ski Club of Seattle and the Mount Baker Ski Club. The University Book Store ran ski buses to the Summit, leaving the store at 7:00 am and returning at 5:00 pm.¹¹⁷

The year 1936 was one of transition from the traditional nordic events to the new sport of alpine skiing. The last weekend of February 1936, 5,000 Portlanders went to Mount Hood to see “what this ski sport called downhill and slalom racing was all about,” at the Pacific Northwestern Ski Association’s Championships at Multopor Mountain on Mount Hood, sponsored by the Cascade Ski Club. 75 men and women,” the cream of the northwest’s down-mountain racers,” were at the event, 36 from Washington. “In the matter of knowledge, Portland as a community admits comparative ignorance of what the downhill and slalom sport is all about. It understands ski jumping because it has seen that for years. But this tournament, ably prepared by Fred H. McNeil, for years the dominant

¹¹⁶ *N.W Ski Jumps Due Next Week at Snoqualmie*, Seattle Times, February 16, 1936 (page 19); *International Field Jumps Sunday, Northwestern Championships Draw Seattle*, Seattle Times, February 21, 1936 (page 11); *Avalanche Tragedy at Snoqualmie Pass, More Bodies Believed in Big Slide at Snoqualmie*, Seattle Times, February 23, 1936 (page 1); *Brilliant Leavenworth Lad Steals Northwest Ski Show, Hernod Bakke Wins Combined Championship*, Seattle Times, March 23, 1936 (page 14).

¹¹⁷ *Brilliant Leavenworth Lad Steals Northwest Ski Show, Hernod Bakke Wins Combined Championship*, Seattle Times, March 23, 1936 (page 14).

figure in that association, will set the city right.”¹¹⁸

In December 1936, the Seattle Times published an article about the highlights of the ski year. The top highlight was Washington Ski Club sending its five best competitors to Europe as members of the American skiing team: Darroch Crookes, Don Fraser and Grace Carter of Seattle; and Ellis-Ayre and Ethelynn Smith of Tacoma.

None of the Washington Ski Club skiers quite made the four-man American Olympic team. Had Dick Durrance not raced for America (and he very nearly didn't, what with a badly sprained ankle), Darroch Crookes would have been No. 4 man on the squad. Grace Carter was No. 5 on the American women's team.

The second highlight was the “avalanche of interest” in skiing which Department stores, sports goods stores, hardware stores, and apparel stores saw and were stocked to meet it. “The mountain passes were choked each week with ski-jammed cars. There was no place in America where skiing was as good or so convenient. The snow was deep as usual.”

The third highlight were the competitions held in the Northwest. First came the Pacific Northwest Championships in downhill and slalom at Government Camp, Mount Hood, Oregon. Hjalmar Hvan “ran away with the show” by winning the downhill and slalom events, and walking away with the combined championship. The next competition was the “unfortunate Northwest Championship jumping tournament,” postponed after a “disastrous” avalanche that “buried so many cars” at the Summit. When it was held in March, Hermod Bakke, the “big lad from the Leavenworth Winter Sports Club” won the Class A competition, followed by Ole Tverdal of the Seattle Ski Club and Hjalmar Hvan. The most spectacular competition of the year was the Leavenworth Jumping Competition on the “big hill,” where Hermod Bakke and Helge Sather, both of the Leavenworth

¹¹⁸ *Huge Field at Multotorp for N.W. Ski Meet*, Seattle Times, February 29, 1936 (page 4).

Winter Sports Club, “jumped their hearts out in competition with each other,” but both fell after tremendous jumps, so Ivind Nelson of Revelstoke, B.C. won the contest, followed by his teammate Hans Gunnerson, with Hvam coming in third. The Northwest women’s downhill and slalom crowns were won by Dorothy Bigham, of the Washington Ski Club. The Mountaineers’ Patrol Race championship was won by the Seattle Ski Club team of Howard Dalsbo, Roy Nerland and Ole Tverdal.¹¹⁹

Skiing at Paradise on Mount Rainier improved for the winter of 1937, as the Paradise Inn was remodeled that fall, and the National Park Service announced it would keep the road open from the Narada Falls parking area all the way to Paradise Valley, and would provide stage service to within 100 yards of the Inn. Paradise Inn had been thoroughly reconditioned for the previous winter, the first time it had been kept open during the winter, but additional improvements were made “to assure even greater comfort.” The Inn should “become even more popular as the center of winter sports activities,” in the center “of the open ski country a mile high on the side of Mount Rainier.” All the rooms on the south side of the Inn annex were remodeled to provide additional rooms with private baths. A central heating plant was installed to warm the halls of the south wing. The other halls, and the lobby and dining room were heated with hot air and steam units that were installed the prior year. Rooms were heated with electricity. A new plywood dance floor was installed in the center of the lobby to assure an “exceptional dancing surface.” The other sections of the hotel were renovated, and false ceilings were installed to conserve heat. A ski room was installed for skiers to wax skies and adjust bindings, with lockers for ski storage. The plan of leasing rooms for the entire ski season, begun the prior year, will continue as the all-season rooms appealed to skiers. The dining room will be reopened. Winter

¹¹⁹ *Hvam Ski King of Northwest; Year Recalled*, Seattle Times, December 27, 1936 (page 19).

operations of the Inn would begin December 19, 1936. The prior year, the National Park Service installed street lights on elongated poles between Paradise Inn and Lodge that also illuminated the Guide house and Tatoosh Club. For the upcoming season, new floodlights were erected to eliminate

LET'S GET GOING!



Otto Lang, head of Washington's new Ski School Hannes Schneider, snaps shut his binding—in anticipation of the Saturday opening of the first American branch of the great school, in Paradise Valley.—(Orville Borgersen Photo.)

the “dark spots” near the hotels that will illuminate the Paradise Inn and Lodge and the Sluisin Club. Large floodlights would provide night skiing on the lower side of Alta Vista and the practice hill.¹²⁰

Otto Lang’s Hannes Schneider Ski School on Mt. Rainier would start on December 26, 1936 and at Mt. Baker on January 2, 1937. Ken Syverson would be his number one assistant at Mt. Rainier and Millard O’Conner from St. Paul, Minn. would be his number one assistant at Mt. Baker. Lang will personally direct the classes. Lang was the number one man on Hannes Schneider’s staff, the “greatest ski instructor in the world, was interviewing prospective members of his instruction staff in Seattle. He expects 10 to 15 students in each of his opening classes, then he will sort out his pupils based

¹²⁰ *Paradise Inn Reopens, Improvements Made on Big Resort, & Plenty of Light Certain on Ski Areas in Valley*, Seattle Times, November 18, 1936 (page 35 & 39).

on their performance.¹²¹

I. DECEMBER 1936 - SUN VALLEY OPENS TRANSFORMING SKIING

In December 1936, the Union Pacific Railroad opened the Sun Valley Resort in Ketchum Idaho, at a cost of \$1,250,000, transforming skiing in this country.¹²² The Seattle Times of November 18, 1936, described the exciting new resort.

Sun Valley was born – a fashionable ski resort costing Harriman and the Union Pacific something more than \$1,000,000; offering a luxurious, ultra-modern hotel with accommodations for some 200 guests; sun-bathing in roofless ice igloos; mid-winter swimming in outdoor swimming pools fed by natural hot springs; ski-tows to raise skiers 1,470 feet in elevation on a 6,500 foot-long hoist; the other which gives the skier 650 feet of elevation above the valley level.

Hans Hauser, twice downhill and slalom champion of Austria, will head a staff of five Austrian expert ski instructors...A number of Seattle skiers plan to invade Ketchum this winter for several days of skiing to look over the area. It is high in the Sawtooth Range, 5,900 feet in elevation. The hills run in all directions, which probably will cut off the wind considerably and give skiers better protection than in the glacier skiing they get hereabouts...

There's that swanky new skiing resort, Sun Valley, Idaho...This is the ultra ultra in winter resorts and is super de luxe in every thing from sports offered, to smart ski togs. Skiing, skating, sun bathing, dog sledding and tobogganing are assured at Sun Valley, which was built

¹²¹ *Lang to Start Ski Class at Rainier Dec. 26*, Seattle Times, December 22, 1936 (page 25).

¹²² Sun Valley was the idea of W. A. Harriman, Chairman of the Board of the Union Pacific Railroad, who was looking for a way to attract more passengers to use his trains in the winter which went along the northern tier of the United States. He was a long time skier, and felt the slopes of the western United States could rival those of Europe in attracting an increasing number of American winter sports enthusiasts. The area around Ketchum was chosen for the site of the resort by Austrian Count Felix Schaffgotsch after he toured the entire West in the winter of 1935. Publicity man Steve Hannagan, known for his Miami Beach project, renamed the area Sun Valley. Idaho State Historical Society Reference Series 974, Sun Valley Ski Lifts.

by and will be operated by the Union Pacific. Eddie Duchin and his orchestra have been engaged for the Sun Valley season. They tell me that you must take your fanciest lodge clothes to Sun Valley.

Over the next month, the Seattle Times listed the Seattle area families that attended Sun Valley's opening ceremonies on December 21, 1936, saying "among those planning at this time to ski at this fashionable new resort are" Mr. and Mrs. Thomas M. Green, Mr. and Mrs. Francis H. Brownell, Jr., Mrs. Arthur Nordhoff, Mr. and Mrs. Evan McCord, Mr. and Mrs. Everett Earling, and Mrs. Walter Donahoe.

On December 22, 1936, the Seattle Times said "Sun Valley, the Union Pacific Railroad's Ketchum, Idaho ski development on which \$1,250,000 has been spent in construction of a hotel, ski tows and outdoor bathing facilities, opened formally yesterday, with 150 prominent Idahoans present...There was only one hitch in the dedication in the dedication of the beautiful resort, tucked high in Range. There was no snow.¹²

the Sawtooth
There was no
3

8 THE SEATTLE DAILY TIMES NOVEMBER 18, 1936
SUN VALLEY'S FORMAL OPENING DUE ON DEC. 21

\$1,000,000 PUT INTO NEW AREA

Count Felix Schuffgotsch of Austria toured America, then sat down in the office of W. Averell Harriman, chairman of the board of the Union Pacific Railroad. He pointed his finger on a point 100 miles north of Shoshone, Idaho, and said:

"Right there."
That was last spring. Because of the finger pointing, Sun Valley was born—a fashionable ski resort, costing Harriman and the Union Pacific something more than \$1,000,000; offering a luxurious, ultra-modern hotel with accommodations for some 200 guests; sun-bathing in roofless ice spouts; mid-winter swimming in outdoor swimming pools fed by natural hot springs; ski-tows, one of which will provide chairs to raise the skier 1,470 feet in elevation on a 8,500-foot-long hoist, the other which gives the skier 650 feet of elevation above the valley level.

It opens December 21, Harriman announced this week.

Ray F. Stevens, noted Lake Placid hotel man, and former Olympic games hotelier, chairman, will manage the resort.

Hans Hauser, twice downhill and slalom champion of America, will head a staff of five Austrian expert ski instructors.

What its pulling power will be from the Seattle area remains to be seen. A number of Seattle skiers plan to invade Ketchum this winter for several days of skiing, to look over the area.

It is high in the Sawtooth Range, 8,300 feet above sea level. The hills run in all directions, which probably will cut off the wind considerably and give skiers better protection than in the glacier skiing they get hereabouts.

Its distance from the Coast and the East may be a factor against, but then the resort is not designed for overnight stays. It will cater to those prepared to stay a week or more, or take their vacations there.

Hockey Loses Roth, Famous As 'Iron Man'

BUFFALO, N. Y., Wednesday, Nov. 18.—One of minor league hockey's "iron men" is retiring from the game.

Roster Roth, for eight years a

IDAHO'S NEW SLOPE--AND DISCOVERER



Upper—A photo taken from the slope of Elkhorn Mountain in the Sawtooth Range of Southern Idaho, showing Mr. Baldy in the background and the area which, December 21, will be dedicated as Sun Valley—the most ambitious ski development the United States has known. The Union Pacific Railway and W. Averell Harriman, chairman of its board, are responsible. But so is Count Felix Schuffgotsch of Austria (lower), who toured the United States last winter before recommending Sun Valley.

MARCH 5-8 IS TOURNEY DATE

(Continued from Page 3)
tion races are: Alfred Lindley of Minneapolis; Jack Taylor of Vancouver B. C.; Norman Knight, host, Sid Runners of the Canadian Rockies. In the jumping duel, Hans and Gunnar Gunnarsson and Einar Nelson, all of Reykjavik, will be serious threats to the field.

The women limit their activities to slalom and downhill racing. In these affairs two Canadians are looked upon as probable winners. They are: Miss Tom Mohrington ("Peggy" Harlow), and Gladys Atkin, Western Canadian Championship winner.

The carnival is under the co-sponsorship of the Calgary Ski Club and Ski Runners of the Canadian Rockies, Banff. Carnival gaiety will rule throughout the affair, even though keen competition is the order of the four days. A masquerade ball, honoring the winners will be held in the Cascade Room of Mt. Norquay Ski Lodge as the finale.

Unbeaten in Two Years
The University of California freshman gridder were undefeated in 1934 and 1935.

Helen Jacobs Is Made Member Of 'Big C' Society

SAN FRANCISCO, Wednesday, Nov. 18.—New honors have been bestowed upon Helen Hull Jacobs.

Because of her great supremacy in the world of tennis, the Wimbledon net queen was made an honorary member of the Women's "Big C" Society of the University of California.

Miss Crowell Finlay, president of the Women's Athletic Association of U. C., presented Miss Jacobs with a "Big C" blazer sweater and a gold "C" pin at a meeting of the organization in Phoebe Apperson Hearst gymnasium.

Colorado Gridders In 'Sugar' Workouts

COLORADO SPRINGS, Wednesday, Nov. 18.—Colorado College football players ran through "sugar jump scrimmages" when they take train trips.

With Coach "Bully" Van de Graaf cocking a watchful eye, each player takes a cube of sugar and joins his mates around a table.

This Is the Life

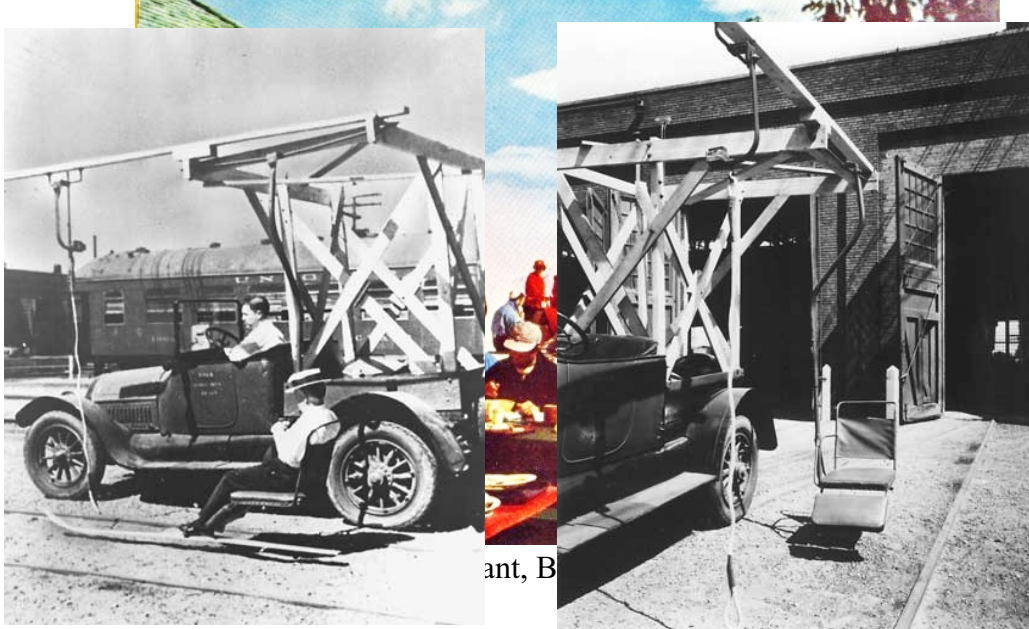
SKI
For Health and Sports Thrills

COME TO NAT GILBERT
Sales and Showrooms
1114 Aurora Ave., SA. 2010
Leading Makers of SKIS, EQUIPMENT, SUPPLIES
For Sale or RENT

¹²³ Sun Valley's Formal Opening Due on Dec. 21, \$1 Million Put into New Area, Seattle Times, November 18, 1936 (page 38); Sun Valley Opens, Seattle Times, December 22, 1936 (page 25)..

Sun Valley was the country's first destination ski resort, where the chair lift was invented, changing the sport of skiing here forever. The area's publicist suggested that "mechanical devices" be installed to carry people to the top of the "slides." This issue was turned over to the Union Pacific's engineers who considered several ideas before adopting a chairlift based on mono cables that were used to load bananas onto boats.¹²⁴

¹²⁴ U.P engineers looked at the J-bar Fred Pabst installed at the Bromley ski area, an up-ski toboggan similar to that at Yosemite, and a cable car. Finally James Curran's chairlift idea was adopted, which initially was considered too hazardous. Prior to working for the Union Pacific, Curran worked for Paxton and Vierling Iron Works in Omaha, which designed a system for loading bananas onto fruit boats. Curran took the mono cable tram idea and replaced the banana hooks with chairs, and created a system with a greater capacity than the up-ski toboggan or cable car and more comfortable than the J-bar. His basic design is still used for chairlifts today. Idaho State Historical Society Reference Series 974, Sun Valley Ski Lifts. The design for the "Aerial Ski Tramway" made for Sun Valley in 1936 was patented in 1937, U.S. Patent No. 1,252,235, filed 11/17/1937, granted 3/28/1939. Galvin, Sahalie Historical Note #6: Early Ski Tows.



U.P. engineers experimenting with first chair lift in Omaha, Nebraska.

U.P. engineers experimenting with first chair lift in Omaha, Nebraska.



Sun Valley's Dollar Mountain.



Sun Valley lodge.

Sun Valley attracted skiers from all over the world, including Hollywood movie stars, giving the resort a high profile. Seattle newspapers regularly reported on ski races in Sun Valley and local skiers traveling by train there to enjoy the attractions of this international resort, showing how

extensively skiing was covered by local newspapers in the 1930s. In February 1937, a “very gay party” returned from a two-week visit at Sun Valley lodge, America’s newest ski resort - Mr. & Mrs. Edward Andrews, Mr. & Mrs. Theodor Piestcheef, Mr. & Mrs. Cebert Baillargeon, Mr. & Mrs. Fredrick Sundt, Mr. & Mrs. Kerry Tremble, Miss Prentice Bloedel, and Miss Margaret Rogers. In April 1939, a luncheon was held at the Sunset Club for one of the authors’ mother’s best friends, Peggy Andrews, who was leaving for Europe for a long trip. The women at Dorothy Leede’s table included Margaret Odell (the authors’ mother), Josephine Whaley, tan from weekends of skiing (she was named the queen of the ski carnival at Mount Rainier the preceding weekend), and Catherine Goering, another enthusiastic skier just back from Sun Valley.¹²⁵

Sun Valley was a significant success in its first year of operation. In February 1937, the resort announced two exciting pieces of news. First, “Sun Valley, Idaho, the skiing mecca created by W. Averell Hariman, chairman of the board of the Union Pacific Railroad, plans the greatest open ski tournament March 13 and 14, ever held in the United States,” the Sun Valley Open Championship, a Pacific Northwestern Ski Association sanctioned event on March 13 and 14, 1937, “that would feature “the greatest downhill and slalom field ever entered in an American tournament.” Second, it had “sensational” building plans for the following summer. Contracts had been let for the “construction of a 500-room hotel to supplement the 150-room hotel which this winter has been crowded to capacity. They have a real resort there...So far it has been pretty exclusive, due to its cost. The 500-room hotel they’re planning will have a range of prices and Sun Valley will give your great ski areas real

¹²⁵ *Seattle Party Enjoys Visit to Sun Valley*, Seattle Times, February 27, 1938; *With Virginia Boren, Lunching at the Olympic*, Seattle Times, April 4, 1939 (page 14).

competition.”¹²⁶

Sun Valley International Open Tournament of 1937

Sun Valley had been granted the International Open Tournament after lack of snow in the east imperiled the championships set for Mount Washington on April 4, 1937. For the first time in American history, the tournament at Sun Valley would be “an open competition, with ski instructors meeting amateurs. The ski instructors are generally considered superior to the average American amateur.” The originally planned Sun Valley International Open tournament was significantly expanded after it received official sanction “to make it the No. 1 tournament of the year, because it numbered all the skiing greats in its entry list.” Two championships will be crowned - the open and amateur. “Ski instructors will be eligible only for the open title. Amateurs will be eligible for both.” Competitors would include Sigmund Ruud of Norway; Walter Prager, Dartmouth ski coach and three time F.I.S. downhill and combined champion; Hannes Schroll of Yosemite, who won the 1935 National Championship at Mount Rainier; Hans Hauser, Sun Valley ski instructor; Charles Proctor, Boston; Dick Durrance, Dartmouth, the greatest American amateur skier; Sigfried Engle, formerly of Kitzbuhel, now Schroll’s assistant at Yosemite; the five man Swiss ski team; Otto Lang, ski instructor at Mount Rainier and Mount Baker; Ken Syverson, Lang’s assistant; five other Sun Valley ski instructors; the five winners of the Canadian Championships at Banff and the five best men in the Northwest. “The field is so brilliant that the Pacific Northwest’s fine sextet of competitors, Hjalmar

¹²⁶ *Sun Valley Plans Expansion With 500-Room Hotel, Contract Let for Addition at Ski Mecca*, Seattle Times, February 27, 1937 (page 4). The news was announced by Al Lindley of Minneapolis, President of the Sun Valley Ski Club on a visit to Seattle. Lindley had been the stroke of the 1924 Yale crew that represented the U.S. in the Olympic games (which also contained Benjamin Spock, who later became famous for writing the best known guide for child raising), had been on the U.S. Ski team for years, and had competed at the National Championship Tournament on Mount Rainier in 1935. Seattle skier, Grace Carter, who was a member of the U.S. Ski Team that went to the Olympics in 1936, later married Al Lindley.

Hvam and Corey Gustafsson of Portland; Arnt Ofstad, Spokane; Don Fraser and Don Amick, Washington Ski Club, and Bob Higman, University of Washington, is somewhat dwarfed.”¹²⁷

Showing the close connection between Washington skiers and Sun Valley, a number of officials appointed for the tournament by Peter Hostmark, president of the Pacific Northwestern Ski Association, came from Seattle. Averill Harriman was chairman of the organizing committee; Hostmark, Seattle, was chairman of the race committee, Ken Binns, Seattle, referee; Alan Granstrom, Seattle, chief timer; Fred Van Dyck, Portland, assistant timer; and Ben Thomson, Seattle, chief of course.¹²⁸

In spite of the outstanding field of professional ski instructors and world class competitors racing at Sun Valley, Dartmouth’s Dick Durrance swept the tournament, winning the downhill, slalom and combined national championship titles. When Durrance won the downhill, the Seattle Times said “Dick Durrance of Dartmouth, the rocketing, tempo-turning young bullet from the land of no snow, Florida, poured on the heat against the greatest field of foreign and resident skiers ever assembled in North America.” His time in the downhill was five minutes, 1.2 seconds, beating even his own ski teacher, Walter Praeger, the Dartmouth coach. “The Durrance victory definitely proved him one of the greatest skiers in the world.” The downhill course set by Ben Thomson of Seattle “was an exhausting one. It started at 9,000 feet, bore down through trees, over a tremendously steep hill that Sverre Kolterud alone ran straight, then through more trees and ended on a distinctly break-neck note at a point eight miles from Sun Valley Lodge.”

¹²⁷ *Brilliant Field to Compete at Sun Valley, Amateurs and Pros to Vie in National Meet*, Seattle Times, March 12, 1937 (page 18); *Sun Valley Plans Expansion With 500-Room Hotel, Contract Let for Addition at Ski Mecca*, Seattle Times, February 27, 1937 (page 4).

¹²⁸ *Sun Valley Ski Field Great One*, Seattle Times, February 28, 1937 (page 15).

The 1,600 foot slalom course set by Seattle's Ben Thomson on Dollar Mountain, along side the 800-foot chair-tow, was a challenging one. "Its problems were so acute that the Swiss all-university team, the Norwegian delegation of Sigmund Ruud and Sverre Kolterud, and the Austrian contingent, led by Hans Hauser of Sun Valley, insisted it was the best course on which they had ever fallen."

Northwest skiers were "taught a lesson in ski development," and did not have a chance against "the ski-quality they encountered." Hjalmar Hvam of Portland was the highest Northwest competitor, finishing eleventh in the combined. Northwest finishers in the slalom were Hvam, 19th; Bob Higman, U. of Washington, 21st; Tom Hill, U. of Washington, 23rd; John Woodward, U. of Washington, 27th; Jim Gillespie, Washington Ski Club, 29th. Sigmund Ruud, one of the world's greatest, finished 13th in the slalom; Hans Hauser, the Sun Valley favorite, finished 17th; and Willy Buergin, captain of the Swiss ski team, finished 22nd.

Two special coach-loads of skiers were en route to the Northwest, going to Seattle because they wanted to ski. Skiing ended at Sun Valley, but would continue for two months in Washington. Skiers on board included Sigmund Ruud of Norway; Sverre Kolterud of Norway; Charles Proctor of Boston, and Louis Cochand of Quebec.¹²⁹

The 1937 Sun Valley tournament was so successful, that the Federation International de Ski, the ruling group for international skiing competition, approved the Sun Valley International Open Ski Tournament for March 12 and 13, 1938. This was the first time the federation recognized an American

¹²⁹ "Dick Durrance Wins U.S. Downhill in Skiing, American Leads World Stars at Sun Valley", *Seattle Times*, March 14, 1937 (page 14); "Durrance Makes Clean Sweep in Sun Valley Meet, Dartmouth Skier Captures Double National Title," *Seattle Times*, March 15, 1937 (page 14).

ski meet.¹³⁰

J. 1937: INTEREST IN SKIING IN THE NORTHWEST CONTINUES TO GROW

In the fall of 1936, the Washington Ski Club had received a large volume of membership applications so it would have a greater membership the coming year than the prior one, and the board of trustees were making plans to take care of them. “The club’s membership last year was recognized as the greatest skiing membership of any ski club in the United States. The club had accommodations at Paradise Valley (the Guide House which can house 130 people) and Mount Baker (the Gates cabin which can house 40). The club will also guarantee accommodations at Naches Pass and Snoqualmie Pass.”¹³¹

The *American Ski Annual, 1937-38*, described the prior year’s successful ski season, in spite of the lack of snow in the East. Railroads in the East announced “ a comprehensive snow train schedule from New York to the Adirondacks, Catskills, Poconos, Litchfield Hills, Green and White Mountains and even the Laurentians of Canada.” The ski business enjoyed a business boom that even better than the prior year’s record breaking volume of trade. At the Madison Square Garden Winter Sports Show and International Ski Meet, \$125,000 worth of merchandise was sold. Because of the lack of snow, “a large number of zealous skiers here in the East did not hesitate to flee to Aspen, Colorado; Yosemite and Lake Tahoe, Calif., and Mount Baker and Mount Rainier in Washington to get their due amount of running.” Dartmouth’s sensation Dick Durrance “one of the world’s outstanding exponents on skis...who truly is a Mercury on his wings of hickory, continued to startle in the downhill and slalom competitions of the National Ski Association...In winning at Sun Valley,

¹³⁰ “Open Ski Meet Given Sanction,” *Seattle Times*, December 25, 1937 (page 8).

¹³¹ “Ski Club Gets Ready for ‘37,” *Seattle Times*, October 27, 1934 (page 24).

the new haven for skiers out in Ketchum Valley, Idaho, speedy Durrance more than ever showed his finesse and technique, which gained him the admiration of the world's leading skiers and veteran followers at the Olympics." Pitted against a galaxy of skiing stars from Europe and America, Durrance made up for his short stature with "courage and nerve." Durrance won six national crowns, three open and three amateur.¹³²

Skiing Expands in Eastern Washington

On January 10, 1937, the Seattle Times said "[s]kiing takes a distinct trend to Eastern Washington next week with practice jumping on Leavenworth's big ski hill where the Northwest jumping championships will be held on February 7; and to Yakima, where the Yakima Winter Sports Club, young but lusty, essays its first big tournament in history next Sunday." On February 13 and 14th, the Spokane Ski Club was hosting the Pacific Northwestern Ski Association championships in downhill and slalom racing.

The Yakima tournament included jumping, downhill and slalom racing at the club's American River course, 40 miles from Yakima on land leased from the Forest Service. The club built a new jump and improved the one it already had. "The Forest Service cooperated splendidly, and has improved the slalom and downhill routes, and has turned a lodge over to the club for the convenience of the guests. There will be a tractor and big sleds to haul spectators the three-quarters of a mile from the highway to the lodge. Accommodations will be available for skiers." The Washington Ski Club and the Seattle Ski Club plan to send teams to the event.¹³³

The Spokane Ski Club built a rope tow on its site on Mt. Spokane for the winter of 1936 - 37,

¹³² Elkins, Fran, "Reviewing the 1936-37 Season," *American Ski Annual*, 1937-38, page 144.

¹³³ "Yakima to Hold Ski Tournament; Course Improved," Seattle Times, January 10, 1937 (page 17).

the first rope tow in Washington State.¹³⁴ The tow was put in operation since the ski club was hosting the Pacific Northwestern Ski Association championships in downhill and slalom racing on February 13 and 14, 1937, for the first time. Ethelynn (Skit) Smith, a member of the 1936 U.S. Olympic ski squad, visited the Spokane course and reported on the lodge and course, which was an hours drive from Spokane. The ski cabin is “a peach - a lounge with a huge fireplace and COMFORTABLE padded benches for the weary skiers. A kitchen where a peach of a cook holds sway, while her husband keeps blazing fires going in the lounge, waxroom and shower room. Plenty of hot water for baths - showers I mean, and always a warm spot to wax the ski.” The ski course had been improved tremendously. The top has a schuss from the crest of the mountain that goes 1,000 feet over an open slope. Then it dives into timber, goes over one flat spot, and the finish is “swell for spectators,” a steep but not wide schuss, preceded by “an almost jump” where the trail crosses the road, finishing in a narrow valley. “Their ski tow was working before I left and will be very satisfactory, I think.”¹³⁵

In February 1937, the Pacific Northwestern Ski Association (PNSA) accepted applications for active membership from the Sun Valley Ski Club of Ketchum Idaho, the Yakima Winter Sports Club, the Associated Students of the University of Washington, and the Penguin Ski Club of Seattle, giving the PNSA 12 active clubs. The Anaconda Ski Club of Montana was expected to apply for membership in the fall, all of which “presages a tremendous growth in ski competition.”¹³⁶

¹³⁴ Lund, Morten & Gilbert, Kirby, *A History of North American Lifts*, Skiing Heritage Journal, September 2003.

¹³⁵ *Yakima to Hold Ski Tournament; Course Improved; Skit Smith Reports* Seattle Times, January 10, 1937 (page 17).

¹³⁶ *Association Grows*, Seattle Times, February 8, 1937 (page 14).

Otto Lang Ski School Starts on Mt. Rainier

In the winter of 1937, noted Austrian ski instructor Otto Lang started the first official Hannes Schneider Ski School on Mount Rainier, bringing the latest ski techniques from Europe to the Northwest. In 1938, he also directed Hannes Schneider ski schools at Mount Baker and Mount Hood. His best known student was Gretchen Kunigk (later Gretchen Fraser) of Tacoma, who won an Olympic

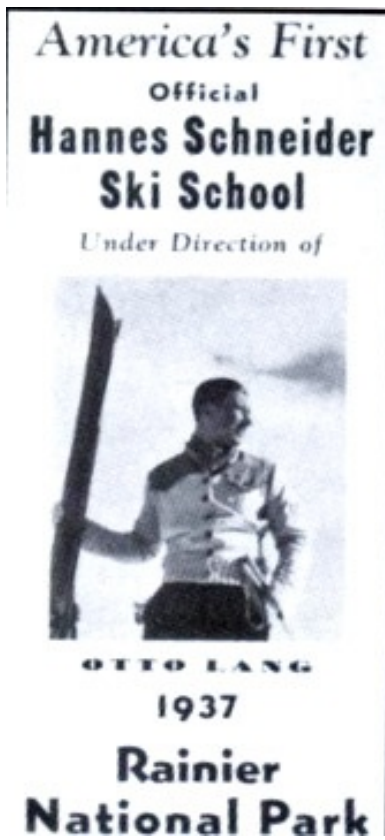


Photo from Tacoma Library.

gold medal at the 1948 Olympics. In 1929, Lang had been hired by Hannes Schneider (considered the father of modern skiing) to teach skiing at St. Anton am Arlberg, Austria. Lang brought the Arlberg technique to the United States, “revolutionizing a sport that had no chair lifts, no groomed runs and long, tough-turning skis.”¹³⁷

Hannes Schneider was an Austrian from St. Anton who is credited with founding the first modern ski school, helping to develop skiing as a recreational sport. In 1928, he started the Kandahar Cup skiing competition that helped to popularize alpine sports in the United States. The Arlberg style of skiing developed by Schneider is considered to be the basis of modern skiing.

Hannes Schneider, founder of the famous ski school bearing his name, was only a small boy when he discovered the fact the winter sport needed more fitness than was given it by its Scandinavian creators, to be satisfactory on Alpine slopes. The Scandinavians were masters at long downhill and cross-country running but Schneider believed a different variety of skiing should be used in Austria where the terrain is more vertical and broken. After long experiments, Hannes finally

¹³⁷ *Otto Lang, 1908 - 2006: Northwest Icon Founded First Ski School at Mount Rainier*, Seattle P.I., February 1, 2006.

found the answer to the question by conceiving the stem Christie: turn and supplementary means of negotiating corners.¹³⁸

Schneider discovered that more finesse was needed for Alpine slopes than its Scandinavian creators used.

The Scandinavians were masters at long downhill and crosscountry running but Schneider believed a different variety of skiing should be used in Austria where the terrain is more vertical and broken. After long experiments, Hannes finally found the answer to the question by conceiving the “stem Christie” turn and supplementary means of negotiating corners.¹³⁹

In January 1937, Otto Lang came down from Mount Rainier to meet with his ski instruction class at Mount Baker. “They were all on hand to learn from the young Austrian instructor, first assistant to Hannes Schneider of St. Anton am Arlberg, Austria.”¹⁴⁰

The Mount Baker ski area was improved for the winter of 1937, and in just two years, it changed from “a storm-barred mountain area to one of the nation’s leading ski centers.” The State Highway Department straightened a twisting road which cut driving time by 30 minutes. “The Mount Baker Development Company installed a new and lighter escalator, eliminated side whip, increased its speed, and added cable length sufficient to pull it completely to the top of Panorama Dome, high above Heather Meadows.” The Forest Service cleared trees on the downhill course to give competitors a “breath-taking but safer downhill run which starts on the Dome and purrs in a series of precipitous swoops far below the level of Mount Baker Lodge.” A ski-waxing room was installed outside the lodge for visitors. The parking area was increased and weekly slalom and downhill competitions were

¹³⁸ *Hannes Schneider: the Man Who Put Austria on Skis*,
<http://www.tourmycountry.com/austria/hanneschneider2.htm>.

¹³⁹ *Schneider’s Discovery is Skier’s Boom*, Seattle Times, November 17, 1937.

¹⁴⁰ *Lang at Baker*, Seattle Times, January 16, 1937, (page 5).

being considered.¹⁴¹

Ski Tournaments

In January 1937, the PNSA classified the Northwest's ski racers as to their capabilities in downhill, slalom, jumping and cross-country. There were only two men in the area who earned an A grade in all four disciplines: Hjalmar Hvam and Corey Gustafsson, both of the Cascade Ski Club of Portland. A number received A grades in downhill and slalom including Don Fraser and Darroch

HVAM AND GUSTAFSSON, ONLY 'FOUR A' MEN IN WHOLE AREA

For the first time in Pacific Northwestern Ski Association history a classification committee appointed by President Peter Hostmark has attempted the sorting of the Northwest's leading competitive skiers into divisions of merit—and while changes necessarily will be made once the tournament is duly under way, the list was ready for publication today.

Only two men in the entire association are rated as straight "A" through the four divisions of competition—jumping, cross-country, downhill and slalom.

They are Hjalmar Hvam and Corey Gustafsson of the Cascade Ski Club, Portland. The classification committee was made up of Allan Granstrom, chairman, and Ken Binns. The classifications:

Name, Club	Downhill	Slalom	Jumping	Cross-country	Name, Club	Downhill	Slalom	Jumping	Cross-country
Hjalmar Hvam, Cascade	A	A	A	A	Ralph Follestad, Jr., Seattle	C	C	C	B
Hans Grage, W. S. C.	A	A	C	B	J. Garretson, Cascade	C	C	C	B
Paul Sceva, Jr., W. S. C.	A	A	C	B	Otto Rosand, Spokane	C	C	C	B
John Woodward, U. of W.	A	A	C	B	John Kjosness, Seattle	C	C	C	B
Don Amick, W. S. C.	A	A	C	B	Don Adams, Penguin	C	C	C	B
Ed Newell, W. S. C.	A	A	C	B	Dan Kjosness, Leavenworth	C	C	C	B
Roy Tangen, Cascade	B	B	C	B	Ed Martinson, unattached	C	C	C	B
Kjell Qvale, Seattle	B	B	C	B	John Magnuson, Seattle	C	C	C	B
Grant McConnell, Mazamas	B	B	C	B	Jesse Baird, Leavenworth	C	C	C	B
Bob Higman, Mtrs.	B	B	C	B	Joe Bradbury, Cascade	C	C	C	B
Boyd French, Jr., Cascade	A	A	C	B	D. Bradshaw, Cascade	C	C	C	B
Bill Miller, Mtrs.	B	B	C	B	E. Ofstad, Spokane	C	C	C	B
Scott Osborn, Mtrs.	A	A	C	B	Bill Brown, Cascade	C	C	C	B
Wolf Bauer, Mtrs.	A	A	C	B	Olaf Lundy, Cascade	C	C	C	B
Hollis Lyman, Cascade	B	B	C	B	Olaf Lokken, unattached	C	C	C	B
Tom Hill, Mtrs.	B	B	C	B	Victor Larsen, Seattle	C	C	C	B
Corey Gustafsson, Cascade	A	A	A	A	Martin Moe, Jr., Seattle	C	C	C	B
Lin Bowman, Cascade	B	B	C	B	Arthur Corbett, Cascade	C	C	C	B
Jack Hillyer, W. S. C.	A	A	C	B	Chet Higman, U. of W.	B	B	C	B
Cleve Knight, Cascade	B	B	C	B	Harry McAllister, Cascade	B	B	C	B
Bruce Rehr, W. S. C.	A	A	C	B	Ragnar Gustafsson, Cascade	B	B	C	B
Karl Hostetter, W. S. C.	B	B	C	B	Ole Tverdal, Seattle	B	B	C	B
Bob Donaldson, Mazamas	B	B	C	B	Martin Tverdal, Seattle	C	C	C	B
Vincent Broze, Seattle	B	B	C	B	Ringer Rian, Seattle	C	C	C	B
Joe Hulvas, Cascade	B	B	C	B	Hermot Bakke, Leavenworth	C	C	C	B
Lon Robinson, U. of W.	B	B	C	B	Helge Sather, Leavenworth	C	C	C	B
Arnt Ofstad, Spokane	C	C	A	A	John Ring, Spokane	C	C	C	B
Jim Gillespie, W. S. C.	B	B	C	B	Palmer Torgerson, Seattle	C	C	C	B
Paul Gilbreath, W. S. C.	A	A	C	B	Arthur Granstrom, Seattle	C	C	C	B
W. I. Williams, Spokane	C	C	C	B	Howard Balise, Seattle	C	C	A-Sr.	A-Sr.
Hans-Otto Giese, W. S. C.	B	B	C	B	Roy Nerland, Seattle	C	C	C	B
Art Wilson, Mtrs.	C	C	C	B	Einar Hermanson, Cascade	C	C	C	B
Dick Walker, W. S. C.	C	C	C	B	Ole Haugen, Cascade	C	C	C	B
Harley Lyman, Cascade	C	C	C	B	Eric Bolstad, Seattle	C	C	A-Sr.	A-Sr.
DeFay Chenoweth, Spokane	C	C	C	B	Don Fraser, W. S. C.	A	A	C	A
Olaf Skjersaa, Bend	C	C	A	A	Darroch Crookes, W. S. C.	A	A	C	A
Bill Thompson, Mtrs.	C	C	C	B	Carlton Wiegand, W. S. C.	A	A	C	B
Fred Carter, Mazamas	C	C	C	B	Howard Richmond, W. S. C.	B	B	C	B
John Carey, W. S. C.	B	B	C	B	Volney Richmond, W. S. C.	B	B	C	B
K. Whitting, Wallace, Idaho	B	B	C	B	Orville Bergersen, W. S. C.	B	B	C	B
Carl Neu, Mtrs.	C	C	C	B	Stan Bergersen, W. S. C.	C	C	C	B
Matt Broze, Seattle	B	B	C	B	LeRoy Caverley, W. S. C.	A	A	C	A
Rud Brady, Mtrs.	C	C	C	B	Earl Cahen, Seattle	A	A	C	A
John Anderson, Cascade	C	C	Sr	Sr	Bob Lamson, U. of W.	B	B	C	B
R. McJudy, Cascade	B	B	C	B	Alf Moystad, W. S. C.	B	B	C	B
W. Kelleher, Spokane	C	C	C	B	Fred Thieme, U. of W.	B	B	C	B
F. Gillingham, Spokane	C	C	C	B	Jack Docker, U. of W.	C	C	C	B
E. Darr, Spokane	C	C	C	B	Joe Dunford, Bullfrog	C	C	C	B
Al Bague, Spokane	C	C	C	B	Virgil Galvin, Spokane	C	C	C	B
Don Books, Penguin	C	C	C	B	Max Krom, U. of W.	C	C	C	B
					T. A. Berglund, Cascade	C	C	C	B

Seattle Times, January 8, 1937, page 17.

Crookes, members of the 1936 U.S. Olympic team, and Carlton Wiegand who almost made the team.

A number of Washington Ski Club racers received A grades for both downhill and slalom racing, including Paul Sceva Jr., Don Amick, Ed Newell, Jack Hillyer, Paul Gilbreath, and LeRoy Caverley. The U.W.'s John Woodward also got a double A rating.

The year's first tournament, a slalom race for men and women, was

¹⁴¹ Ski-Escalator Ready at Mt. Baker, Highway Travel to Peak is Speeded Up, Seattle Times, November 18, 1936 (page 44).

held at Mt. Rainier in early January, 1937. Don Fraser, a member of the 1936 U.S. Olympic team, won the men's slalom, followed by Lon Robinson of the University of Washington and Don Amick of the Washington Ski Club. The UW ski team made a strong showing, taking six of the first ten places in the slalom. The women's slalom was won by Gretchen Kunigk of Tacoma, who defeated Skit Smith of Tacoma who had also been on the 1936 U.S. ski team. "Ms. Kunigk, a comparative novice on skis so far as experience goes, is developing rapidly into a headliner...She ran a well-controlled race." This was one of the early mentions of the skiing prowess of Gretchen Kunigk, who would later marry Don Fraser and win Olympic gold and silver medals in the St. Moritz games in 1948. The same weekend, at The Mountaineers 10 mile cross-country race at Martin, Sigurd Hall placed third behind Bill Degenhardt and Scott Edson. Hall would later turn out to be one of the Northwest's best four-way skiers who was killed in the Silver Skis race of 1940.¹⁴²

Skiing events held on January 17 & 18, 1937, were typical of those held virtually every weekend. The Yakima Winter Sports Club (formed in 1936) celebrated the opening of the Yakima Ski Bowl, 40 miles from Yakima on the American River near Chinook Pass which attracted numerous Seattle area skiers. At the dedication of the Yakima ski bowl, 33 skiers from Seattle and Tacoma entered the ski races, including 14 from the Seattle Ski Club, ten from the Washington Ski Club, five from the University of Washington, and four from the Mountaineers, competing in jumping, downhill and slalom events. Over 5,000 spectators were expected to attend. Participating racers included Don Fraser and Darroch Crookes of Seattle, members of the 1936 U.S. Olympic ski squad. The Penguin Ski Club meet with the Seattle Ski Club and Mountaineers for downhill and slalom competition set

¹⁴² *Finest Powder Greets Skiers; Fraser Winner, & Mountaineers' Results*, Seattle Times, January 16, 1937 (page 16).

for Chinook Pass had been cancelled due to the Yakima tournament. The Penguin Ski club (formed in 1935 on Chinook Pass) would meet the Sahalie Ski Club at Tipsoo Lake on Chinook Pass the following weekend.¹⁴³

The 1937 Leavenworth tournament in early February brought a first rate group of jumpers and a large crowd to the city, where

a hundred boys and men are stamping today, skis clamped to their heavy ski boots. They are preparing two great jumping hills for tomorrow's Northwest Ski Jumping Championships....The streets are piled with snow and everyone is wearing ski clothes with the emblems of two different ski clubs...the big one of Anaconda which adorns the chests of Caspar Oimoen and Einar Fredbo: the white six-pointed snowflake with the evergreen twig inside, of the Washington Ski Club; the wings of the Seattle Ski Club, and the crest of Leavenworth, and Cle Elum and Ellensburg and Yakima and all the rest.

For 1937, Leavenworth's "already tremendous ski jump" offered a larger potential maximum capacity, while becoming safer. A new trestle was built for the takeoff, 14 feet back from the crown of the landing slope, raising it eight feet and increasing the maximum jump from 250 feet to 265 feet. With a retarded takeoff and an eight-foot higher start, the jump will actually be safer than before. Four feet was cut off on the jump, opening up the hill for both spectators and jumpers. A new judge's stand was also built, higher than the old one. The Class B tower, inrun and takeoff was "entirely new, built all in one scaffold." It was built of logs and was more substantial than the old one. "The curve is such that the jumper is making speed from the very start to the takeoff without any loss such as we had before."

The tournament's "Number one man" was Caspar Oimoen of Anaconda, the five time national champion who placed 13th in the 1936 Olympic games, first of any American, and holder of the

¹⁴³ Sahalie Ski Club member Roy Nerland participated in the Yakima races, likely a relative of Lars Nerland, one of the early founders of the club. *Entries Listed*, Seattle Times, January 16, 1937, (page 5).

American amateur jumping record of 257 feet set at Big Pines, Ca. two years before. Number two was Tom Mobraaten of the Vancouver, B.C. Ski Club, the Northwest champion two years before, who represented Canada at the 1936 Olympic games. They would be challenged by Hermod Bakke, defending Northwest champion, Einar Fredbo of Anaconda, and Ole Tverdal of Seattle.¹⁴⁴

However, “despite a blinding snowstorm,” Arnt Ofstad of Spokane won the Northwest Ski Jumping Championship at Leavenworth with jumps of 192 and 186 feet, followed by Einar Fredbo, Helge Sather, Ole Tverdal, Tom Mobraaten, Hermod Bakke, Hjmar Hvam, Casper Oimoen, and John Ring, all Norwegians. Caspar Oimoen took eighth place, jumping first and having no speed because of the snow, finishing “far below his normal form.” Helge Sather of Leavenworth made the longest jump, 194 feet, which was adjudged the best of the day.

The event was watched by 7,000 spectators, including 2,000 from Seattle, 1,800 of whom traveled on three special Great Northern trains with 44 cars. The railroad had been swamped by the last-minute rush of people wanting to ride the ski trains

The Seattle Ski Club’s tournament held in March 1937, on “the Big Hill” at Snoqualmie Summit, promised to be the greatest ski jumping event it ever in the Northwest, with “the greatest jumpers this section has ever seen.” Sigmund Ruud (twice Olympic Games champion, one of the greatest all around skiers ever developed who until last year had held the world’s distance record at 334 feet), Alf Engen of Salt Lake (holder of the American distance record of 245 feet and national jumping champion), Sverre Kulterud considered the greatest all around skier in Norway, and Nordal Kaldhal of British Columbia. All four were raised together in Kongsberg, Norway, the home of many great jumpers. Sverre Helge Sather of Leavenworth (who had jumped 255 feet) and other great jumpers also

¹⁴⁴ *Crowd Packing Hill Today, to Have it Ready*, Seattle Times, February 6, 1937 (page 4).

participated. At the competition, Engen had the longest jumps, but Ruud won the competition, since Engen lost on form points. A series of double jumps by the competitors entertained the 3,000 spectators. Hjalmar Hvam and Tom Mobraaten made the first one, but Hvam fell hard and suffered cuts when he hit his face with his ski.



The *Seattle Times* ran a picture of Sigmund Ruud and Sverre Kulterud doing their double jump. Ruud was hurt when he ran into a woman spectator on the runoff. Ruud’s speed “was tremendous,” but he was thrown toward the crowd when he landed, in which case he would injure someone. Ruud “threw himself flat on the snow, skidding, ski-first into a woman spectator. She had the wind knocked out of her, but recovered.” Xrays showed he did not break his ankle but had only torn ligaments.¹⁴⁵

Sigmund Ruud & Sverre Kulterud doing a double jump at Snoqualmie Summit. *Seattle Times*, March 29, 1937 (page 14).

The Seattle Park Department’s Ski Report - Winter 1937, prepared by Tom

Sedgwick, described another successful year at the Summit. Seattle’s Ski Hut was opened on Sunday December 20, 1936, and closed Sunday, May 2, 1937, operating from Friday to Sunday of each week.

¹⁴⁵ “Long Distances Jumped by Ski Aces, Due Here,” *Seattle Times*, March 25 (page 25); “Ski Greats Arrive, Four are Sons of Kongsberg,” *Seattle Times*, March 26, 1937 (page 12); “Smashup Marks Snoqualmie Ski Meet, Ruud Suffers Ankle Injury Defeats Engen,” *Seattle Times*, March 29, 1937 (page 14).

Snow conditions were good nearly every weekend, with 124 inches of snow being the largest snow pack. The average depth was 85 to 90 inches. Excellent spring skiing lasted right to the end of the season. Total attendance was 19,865, with 2,800 being the largest single day.¹⁴⁶

In March of 1937, there was a major competition at Sun Valley, Idaho open to ski instructors and amateurs, which attracted “the greatest concentration of brilliant skiers the nation has ever seen.” *The Seattle Times* had a picture of seven competitors in Seattle waiting to catch the train to Sun Valley, saying “National Meet Attracts Fine Field of Stars.” Sun Valley was 26 hours from Seattle by train, and 20 hours by car, but “it might as well be in Seattle’s back yard yesterday as skiing greats of Europe and North America poured into town and out again, en route to the luxurious winter resort and the Saturday - Sunday national championships in downhill and slalom racing so suddenly awarded to the Sun Valley Ski Club.”¹⁴⁷

Showing the international aspects of skiing, in summer of 1937, Don Fraser, described as “Washington touring ski internationalist” was a member of a six-man F.I.S. American team that competed in Chile in the Pan American Downhill and Slalom Ski Championships after the Ski Club of Chile invited the best ski racers of France, Austria, Germany, the United States, Argentina and Chile. The team was selected on the prior season’s competition and the ability of the skiers to leave home for two months. With the exception of Fraser, the team was virtually the Dartmouth championship intercollegiate squad. Other team members included Dartmouth skiers John Litchfield, Ted Hunter and brothers Warren and Howard Chivers, along with Ed Wells. This was said to be “the

¹⁴⁶ Seattle Municipal Archives, 5801-02, box 23, folder 14.

¹⁴⁷ “National Meet Attracts Fine Field of Stars, & Ski Meets Pile up on Horizon,” *Seattle Times*, February 25 (page 19); “Europe Ski Greats, Idaho Bound, Visit Seattle,” *Seattle Times*, March 11, 1937 (page 25).

finest skiing tournament ever held south of the Equator.” “For a United States Ski Team to invade the Southern Hemisphere was indeed something new.” The Grace Lines offered free transportation for the skiers from the East coast. Fraser traveled 33 days by boat, then by car and finally on a donkey to reach the Farellones, a ski resort 60 miles east of Santiago.

Competition took place in downhill, and “the bearers of the Stars and Stripes...turned in sparkling performances, cleaning up everything in sight.” The U.S. team “won it all,” according to John Litchfield. Don Fraser won the slalom, placed fifth in the downhill, and nearly beat Ted Hunter of Dartmouth for the combined championship. The event was so important that it was discussed in two articles in the *American Ski Annual, 1937-1938*. Fraser wrote a letter to the *Seattle Times* describing his experiences in South America.

The sport of skiing is still somewhat new here, but the people have all the enthusiasm in the world...Plans are now underway for building a large modern hotel for next season and also installing a funicular and ski lift. Believe me, the people realize what an industry this skiing is becoming, and unless we wake up at home and provide accommodations we will find that people will be going other places and passing the Northwest by.¹⁴⁸

¹⁴⁸ “The Timer Has the Last Word,” *Seattle Times*, July 26, 1937 (page 15); “Skier’s Review, Fraser Stands Out,” *Seattle Times*, December 26, 1937 (page 25); Oral History John Litchfield, The Community Library, OHLIT019; Elkins, Frank, “Reviewing the 1936-37 Season,” and DuBois, Eugene, “Esquiadores Yanquis,” *American Ski Annual, 1937-1938*.



Photo: Eugene Du Bois

CHILE TEAM, 1937
WELLS, HUNTER, LITCHFIELD, W. CHIVERS, FRASER

Photo from *Skiing, the International Sport*

In October 1937, the Pacific Northwest Ski Association submitted a bid to host the National Championships and Olympic trials in four events, jumping, cross-country, downhill and slalom racing, in the spring of 1939, or sometime in 1940. The Seattle Ski Club and Leavenworth Winter Sports Club wanted to bid for the National Jumping Championships. Thirty CCC members built a new \$10,000 ski hut at Stevens Pass owned by the Forest Service.¹⁴⁹

Seattle newspapers continued to report a wide range of skiing news in the fall of 1937, from local high school teams to international ski areas. The Garfield Bulldog Ski Team was the largest of all prep clubs, and had produced a number of successful skiers, including Darroch Crookes, member of the 1936 U.S. Olympic team, and Otis Olamson, who placed high in Dartmouth's competition. H.

¹⁴⁹ Clubs in the association in 1937, included the Cle Elum Ski Club; Seattle Ski Club; Mountaineers; Washington Ski Club; Bend Skyliners of Oregon; Cascade Ski Club; Penguin Ski Club; Associated Students of the UW; Wandermere Ski Club, of Spokane; Sun Valley Ski Club; and Multnomah Athletic Club of Portland. "Northwest Ski Group Seeking Big Tourneys," *Seattle Times*, October 2, 1937 (page 9). Alpenglow Ski Mountaineering Project, alpenglow.org/ski-history/.

B. Cunningham had been responsible for the club's success, but it needed a new advisor. Roosevelt hired a new ski coach and had 100 members. Lincoln Ski Club had a membership drive going, and although it was one of the last schools to take up competitive skiing, they were coming up rapidly. Franklin was planning ski trips every other weekend, most to Snoqualmie Summit and one to Paradise. A new "over-the-snow tractor" would be used at Mount Hood the coming season, and was capable of hauling "up-mountain loads of more than twenty skiers and of negotiating grades from 30 to 30 per cent, at speeds of four to eight miles an hour uphill and 20 miles per hour downhill. The tractor had been designed by Forest Service shops in Portland. Sun Valley had hired nine Austrian ski instructors, up from five the prior year. Otto Lang, Sigmund Ruud and his brother Birger were part of the crew. Washington State College bought land in the Idaho Mountains near Kellog for a ski site. St. Anton, Austria, had installed a new cable car, capable of reaching the Galzig in record time, and carrying more passengers per trip than any other cable cars. A total of ten Austrian cable railroads "have taken the climbing out of skiing, and have thrown open the upper snow fields to the thousands who flock to Alpine Austria for winter sports." In the Society pages, Dorothy Neighbors gave advice on the proper ski clothing for women, showing pictures of seven local skier attired in the latest fashions.¹⁵⁰

In November 1937, the U.S. Forest Service published statistics about the number of outdoor enthusiasts who went to local areas that are impressive. More than 186,000 people visited the National Forests in Washington and Oregon during the 1936 - 37 season. Mount Hood had the highest number of winter visitors, attracting 58,888. Snoqualmie National Forest was second with 46,070 visitors.

¹⁵⁰ *Bulldogs Have Largest Squad, Bud Brady New Ted Ski Coach, Lincoln Puts on Drive to Build Club, Franklin Club Books Program of Ski Activity, W.S.C. Buys Ski Site Near Moscow, Over-The-Snow Tractor Ready, St. Anton to Get Ski Tram This Winter, Dorothy Neighbors Advises Skiers: Be Properly Clad This Winter, Seattle Times, November 17, 1937 (page 31).*

Mount Baker Forest was third with 34,850, and the Wenatchee National Forest had 18,535 winter visitors. Ski developments at Snoqualmie summit, Heather Meadows, and Leavenworth attracted much of the attendance at Washington National Forests. 20,000 skiers used the Snoqualmie Ski Park, with the largest single day consisting of 2,800 enthusiasts.¹⁵¹

Olav Ulland Moves to Seattle

Olav Ulland immigrated to Seattle from Norway in December 1937, “being loaned to Washington skiers by the Norwegian Ski Federation,” and was hired by the Seattle Ski Club and Leavenworth Winter Sports Club to teach skiing and ski jumping. Ulland was a famous ski jumper from Kongsberg, Norway, then the ski-jumping capital of the world. Ulland began jumping by age 4. He competed for Norway from 1929 to 1936, placing high in a number of events in Holmenkollen, and set a hill record of 50 ½ meters in 1930. He won a number of titles in the early 1930s, and was on the Norwegian Olympic team in 1932, although he was hurt and did not compete. Ulland was the first to break the 100-meter mark by jumping 103 meters at Ponte di Legno, Italy, in 1935. As a coach, Ulland took the Italian team to the 1936 Olympics in Germany.¹⁵²

Ulland arrived in Seattle in December 1937, and planned to give ski instructions for the Seattle Ski Club at its Beaver Lake hill, “with occasional weekends off for competition elsewhere.” He planned to jump at the Leavenworth tournament in 1938, Mt. Hood, and the Seattle Ski Club’s Beaver Lake tournament in February 1938. Ulland became a mainstay of Northwest ski jumping for many

¹⁵¹ *186,000 Northwest Visitors Enjoy Winter Sports*, Seattle Times, November 17, 1937 (page 32).

¹⁵² Ulland later formed Osborn & Ulland, a sporting goods store in Seattle with Scott Osborn who had raced for the University of Washington. He coached the U.S. team at the 1956 Olympics in Italy and the 1958 World Championships in Finland. Ulland was chief of jumping competitions at the 1960 Olympics at Squaw Valley, Calif., and an International Ski Federation jumping judge. Ulland, who won his last senior ski-jumping championship at age 52, continued to jump until he was 60. He was inducted into the U.S. National Ski Hall of Fame in 1981. *Seattle Ski Club*, American Ski Annual, 1946, <http://hyak.net/lost/seattleskiclub.html>.

decades. He was made a member of the U.S. Ski and Snowboard Hall of Fame, Washington Sports Hall of Fame, and the Northwest Ski Hall of Fame.

Ulland was inducted into the U.S. Ski and Snowboard Hall of Fame in 1981, whose website says the following.

Olav Ulland is remembered as an outstanding ski jumper who set records, ski jumping coach, official and promoter and a skiing retailer who was at the founding of the key organizations in the industry.

Among his ski jumping achievements was his being the first to break the 100 meter barrier in 1935. He was the Czechoslovakian nordic combined champion and the French four way champion prior to his immigrating to the United States in 1937. He was the Italian team ski jumping coach in 1936 and twenty years later was the U.S. ski jumping coach at the Olympic Games and FIS Games in 1958.¹⁵³

In December 1937, Peter Hostmark of Seattle and Fred H. McNeil of Portland traveled to the National Ski Association meeting at Milwaukee, where they would meet Olav Ulland who was on his way from Norway. Hostmark was carrying bids from the Cascade Ski Club of Portland to hold the national downhill and slalom championships, the Seattle Ski Club for the national jumping championships, and the Leavenworth Winter Sports Club for the same event scheduled for 1939. If the Pacific Northwestern Ski Association was given the championships, the Seattle and Leavenworth ski clubs would “get together and settle the question amicably” of which one would hold the jumping competition.¹⁵⁴

The U.S. Forest Service announced that for the ski season of 1938, a “new, over-the-snow tractor” would be operating near the new Mt. Hood Timberline Lodge, capable of hauling more than

¹⁵³ *Ulland en Route*, Seattle Times, November 24, 1937 (page 9). *Olav Ulland*, http://www.skihall.com/index.php?_a=document&doc_id=11&id=335.

¹⁵⁴ *Two N.W. Skiers Head East; Ask U.S. Title Meet*, Seattle Times, December 1, 1937 (page 24).

20 skiers up grades from 20 to 50 per cent, at uphill speeds from four to eight miles an hour. “Snow depth is no obstacle to the tractor, whose wide base prevents it from sinking and stalling even in the softest covering.” The tractor will “eliminate arduous uphill climbs.”¹⁵⁵

Otto Lang Returns to Teach Skiing Again in the Northwest

Otto Lang returned to Austria after the ski season of 1937, but arrived back in Seattle in December 1937, with a permanent visa, announcing “Now I am here to stay...This is where I want to live.” Lang had been the first assistant to Hannes Schneider, “the world’s greatest ski teacher.” In the winter of 1936, Schneider sent Lang to the United States to look at all the logical sites for the establishment of a Schneider ski school, and he chose Rainier and Baker. “This is the place...You have the slopes, the finest in America. You have the potential skiers, and the enthusiasm.”

In the winter of 1938, Lang headed the ski schools at Mount Baker, Mount Rainier and Mount Hood, where he “would personally direct the classes.” Otto Lang, “now possessed with a permanent visa and a distinct yen to make Washington his home.” Dartmouth’s recreational ski director would be Lang’s assistant at Mount Rainier in 1938, since his assistant from 1937, Ken Syverson, headed the ski school at the new Snoqualmie Ski Bowl that opened in 1938. Other European ski stars came to the Northwest as well. Sigmund Ruud and Sverre Kolterud of Norway came the prior year, and they were so successful that Olaf Ulland, “one of its greatest ski jumpers and coach of the 1936 Italian Olympic jumping team” moved to the Northwest, and would instruct Washington skiers in jumping technique this year.¹⁵⁶

¹⁵⁵ *Over-The-Snow Tractor Ready*, Seattle Times, November 17, 1937 (page 31).

¹⁵⁶ *N.W. Skiers Ready for Mountain Trek*, Seattle Times, November 17, 1937 (page 33); *Lang, Noted Ski Teacher, Here; to Become American Citizen*, Seattle Times, December 16, 1937 (page 24).

In December 1937, Otto Lang was asked to coach the University of Washington ski team for their upcoming meet with Dartmouth College after Christmas, in what he said was “on the shortest possible notice.” Lang said he had only eight days to prepare the Huskies for the meet which was “billed and publicized widely as a crucial test between two colleges representing East against West.” The U. W.’s five man ski team had been the Pacific Coast’s champion the prior year, but Dartmouth was “a powerhouse among eastern collegiate skiing teams.” Lang said the U.W.’s ski team was in its infancy “and the team was woefully lacking in technical skill and competitive experience.” Dartmouth had an established winning tradition and was well supported and subsidized by the school. The competition would include downhill, slalom and cross-country racing, with ski jumping included as an exhibition but not counting for points. The Seattle Times said the U.W. team “was learning tricks of the Austrian Tyrol from coach Otto Lang.” Lang planned to have Olaf Ulland, “the famous Norwegian ski jumper,” work with the Washington ski team at Mount Rainier. Lang said jumping was essential for downhill racers, “for a downhill racer is in the air a lot of the time...and if he doesn’t know what to do when he leaves the snow he piles up in a heap. And downhill racing helps jumpers, too.” Unfortunately, Dartmouth swept the skiing competition with the U.W. even though Dick Durrance did not race because of a sprained ankle. U.W. coach Otto Lang said in spite of the resounding defeat, it was an invaluable learning experience for the team.

We feel very good about the last two days’ competition, for we have learned a great deal from out contact with Dartmouth. We have not been accustomed to the type of competition Dartmouth offers, nor the background. But we all hope to come back to Sun Valley soon.¹⁵⁷

¹⁵⁷ *Lang Assistant Will Coach at New Snow Area, Lang U.W. Coach*, Seattle Times, October 27, 1937 (page 19); *Skier’s Review*, Seattle Times, December 26, 1937 (page 25); *Dartmouth Ski Team Sweeps Meet with U.W.*, Seattle Times, January 2, 1938 (page 29); Lang, *A Bird of Passage*, pages 148 - 151.

In 1939, Lang joined the Sun Valley Ski School, becoming its executive director from 1941 to 1942, and 1946 to 1950. One of his students there was Darryl Zanuck who enlisted Lang to help him making films, which led to his working at 20th Century Fox where he directed and produced numerous films and TV shows. He won four



Otto Lang, *Seattle Times*, November 18, 1937 (page 46)

Academy Award nominations for short subjects and documentaries. Lang wrote several books about his skiing history, including *A Bird of Passage*. He died in 2006, at the age of 98. “Otto Lang, 1908 - 2006: Northwest Icon Founded First Ski School at Mount Rainier,” *Seattle P.I.*, February 1, 2006.

III. MILWAUKEE SKI BOWL OPENS IN 1938, AND ROPE TOWS ARE BUILT IN SEVERAL AREAS, CHANGING LOCAL SKIING

A. NEW SKI TOWS MAKE THE SKI SEASON OF 1937-38 A SIGNIFICANT YEAR

The ski season of 1937 - 38 was a seminal one for the Northwest, “concededly the greatest skiing area in North America,” according to the Seattle Times. On January 8, 1938, the Milwaukee Railroad opened a ski area at its Hyak stop on the east end of its tunnel under Snoqualmie Pass. The ski area was initially called the Snoqualmie Ski Bowl, although after World War II, its name was changed to Milwaukee Ski Bowl to differentiate it from the Snoqualmie Summit ski area. The new ski area, easily accessible by train from Seattle, and offering a ski lift and lighted slopes for night skiing, revolutionized skiing in the Northwest. The lift “will give skiers what they seek, a quick and painless ascent to slopes down which they may slide.” In addition, a private company, Ski Lifts, Inc., installed rope tows at Snoqualmie Ski Park, Paradise on Mount Rainier, and Mount Baker for the 1937 - 1938 ski season, and a new ski area opened at Stevens Pass with a rope tow, “[w]hich will give Washington’s principal ski areas...four tows where none grew before.” Further, the Pacific Northwestern Ski Association made application for the national championships and Olympic trials in downhill, slalom and jumping for 1939.¹⁵⁸

Articles in the *American Ski Annual, 1937 - 1938* and *1938 - 1939*, discussed the development of the Ski Bowl. The need for a ski area accessible by train was identified by the Seattle Parent Teachers Association, “aided by the energetic and far-seeing” Sam Racine, the operator of the Seattle Business College, and Ken Binns the ski reporter for the Seattle Times, met with Milwaukee Road officials. The executive were initially skeptical of the idea, and “believed that snow was the scourge

¹⁵⁸ “Ski Season’s Here, Snoqualmie to Have Tows,” *Seattle Times*, October 31, 1937 (page 20); “Six Feet Cover Paradise; Year to be a Full One,” *Seattle Times*, November 17, 1937 (page 30).

of the nation and that the only good about it was the fact that it melted away in the spring time and ceased to exist. It costs us thousands of dollars each winter to fight snow so that we can operate over high mountain ranges. Why should be interested in asking for more snow trouble?" The railroad finally saw the light, and

from that light, Snoqualmie Ski Bowl was born, and the Pacific Northwest was presented with its first regular scheduled ski train. Decision to go into the ski business was made late in the fall of last year. Work was rushed and before December, a lodge, a 1,400 foot electric powered ski lift and other facilities were built at the Hyak area. By starting the work so late in the season, the railroad overlooked many factors which help to make a ski area more perfect. Resulting from an unsystematic felling of timber on the ski hills were many holes, bumps and general unevenness...

By pioneering the "Ski by Rail" movement in the Pacific Northwest, the Milwaukee Road established itself as a far-seeing organization...Not built on such a lavish scale as the Union Pacific's Sun Valley, Snoqualmie Ski Bowl is never the less a credit to the Pacific Northwest and its skiing paradises.

The American Ski Annual, 1937 - 1938, said "three radical developments" in Northwest skiing took place in 1937. First, the entry of the Chicago, Milwaukee, St. Paul & Pacific railroad into ski train operation as an area near Hyak in Snoqualmie Pass was being cleared for a new ski area. Floodlights will be installed and trains will take one hour and a quarter to reach the area from Seattle. "If the experiment proves successful, the railroad contemplates more ambitious building plans." Second, ski tows, approved by the National Forest Service, will be installed at Mount Baker and the Summit, Snoqualmie Pass (Seattle Park Board's ski area), which will be privately operated. Third, the Forest Service was constructing a cabin on Stevens Pass "long considered a fine place to ski if the road were kept open, which will probably happen in 1938-1939. In addition, ski clubs were attempting to secure the coaching services of Olaf Ulland of Norway who set the world's record for the longest jump of 339 feet at Pannica, Jugoslavia. His expenses would be paid by the Norwegian Ski

Federation. A Forest Service lodge at Deer Park on the Olympic Peninsula would be constructed.¹⁵⁹

Developments in Washington State were influenced by work done at Mt. Hood, Oregon, by the federal government. The *Seattle Times* reported that a 1,000 foot rope tow powered by an 85 hp engine had been installed at Mount Hood, which together with Timberline Lodge, where a new warming house with hot lunch concessions, and improvements to the Ski Bowl and Multopor Hill near Government Camp, have generated interest and contributed to the fact that as many persons visit Mount Hood in the winter as in the summer. The \$1,000,000 Timberline Lodge was built by the WPA, and the Forest Service developed the landscape, the grounds, and the roads around the lodge between 1936 and September 28, 1937, when the new lodge was formally dedicated by President and Mrs. Roosevelt. The lodge formally opened in February 1938. The Magic Mile chairlift was built as part of the Timberline project, the second chairlift in the country after the one at Sun Valley, Idaho, and for years, was the longest chairlift in the world.¹⁶⁰

In 1937, the CCC also worked on the hill at Multopor, Government Camp on Mount Hood,

¹⁵⁹ “The Year in the Northwest,” *American Ski Annual, 1937-1938*, pages 207, 208; Sarchette, Max, “Snoqualmie Ski Bowl,” *American Ski Annual, 1938-1939*, pages 218, 219.

¹⁶⁰ “186,000 Northwest Visitors Enjoy Winter Sports,” *Seattle Times*, November 17, 1937 (page 32). The best known ski facility built in the 1930s, using federal dollars, was Timberline Lodge in the Mount Hood National Forest, near Portland, a “public works project to aid unemployed Oregonians during the Great Depression.” Gilbert Stanley Underwood was the architect for the lodge. Construction of the hotel was handled by the WPA, and the Forest Service developed the landscape, the grounds, and the roads around the lodge. The final cost for the project was nearly \$1 million. The funding was approved for a “year-round recreational center at Timber Line on Mount Hood, including housing accommodations, roads, trails, landscaping, parking spaces, swimming tanks, toboggan and ski runs, ski jumps, tennis courts, water system, open amphitheater, barns, shelters, and a hotel of stone and wood.” The Magic Mile skilift was built as part of the project, the second chairlift in the country after the one at Sun Valley, Idaho, and for years, was the longest chairlift in the world. Work started in June 1936, with the 15,000 square foot lodge built to accommodate 250 overnight guests, using “native stone, hewn timbers, and rough sawn siding with a roof of heavy shakes.” President and Mrs. Roosevelt dedicated the lodge on September 28, 1937, with the president noting, “[t]his Timberline Lodge marks a venture that was made possible by WPA emergency relief work, in order that we may test the workability of recreational facilities installed by the Government itself and operated under its complete control.” Lewis, James G., “History on the Road, Timberline Lodge, Mount Hood, Oregon,” *Forest History Today*, Spring/Fall 2009, pages 59 - 63.

removing 1,500 cubic yards of rock and dirt so its ski jump could be reconfigured to accommodate a jump of 225 feet. The Forest Service announced that for the ski season of 1938, a “new, over-the-snow tractor” would operate near the new Mt. Hood Timberline Lodge, capable of hauling more than 20 skiers up grades from 20 to 50 per cent, at uphill speeds from four to eight miles an hour. “Snow depth is no obstacle to the tractor, whose wide base prevents it from sinking and stalling even in the softest covering.” The tractor will “eliminate arduous uphill climbs.”¹⁶¹

B. ROPE TOWS ARE BUILT FOR THE 1938 SKI SEASON

In the fall of 1937, rope tows were installed at the Snoqualmie Ski Park, Mount Baker, and Paradise on Mount Rainier, which, along with the J-bar lift being built at the new Milwaukee Ski Bowl (called a Sun Valley type lift without the chairs), gave skiers an alternative to climbing the hills with skins on their skis, and changed the dynamics of local skiing forever.¹⁶² The Spokane Ski Club had installed a rope tow the prior year on Mount Spokane, which was free to its members. In the fall of 1938, the Mountaineers installed a 900 foot rope tow at Meany Ski Hut at Martin on Stampede Pass, “by dint of painstaking labor...with 900 feet of pull and 330 feet of lift up the big ski trail.” It took the club 12 work parties where more than 260 members “gave time and labor to fell trees, erect the lift,

¹⁶¹ Anson, *Jumping Through Time*, page 143; *Over-The-Snow Tractor Ready*, Seattle Times, November 17, 1937 (page 31).

¹⁶² David Galvin described the history of ski tows in Sahalie Historical Note #6, *Early Ski Tows*. “‘Ahoy skiers! Read this!’ Trumpeted an article in the January 30, 1934, Seattle Post-Intelligencer. It noted that the first motorized ski-tow in the country opened the day before, on January 29th, 1934, at Woodstock, Vermont. ‘The device consists of an endless rope which runs over a pulley at the top of the hill over a motor at the foot of the incline. It takes skiers up 900 feet in one minute.’ The future beckoned. Early skiers through the 1920s and well into the ‘30s were a hardy bunch who ‘earned their turns’ by skinning uphill using seal skins, fur, canvas, or rope stuck to the bottom of their skis; by herringboning or side-stepping; or by taking skis off and walking up the hill. The enticement to find a mechanized way to move uphill was great. According to ski historians, the Germans were the first to figure it out, with the first documented rope tow in the Black Forest around 1908. At the P.I. noted, the first ski tow in the States showed up at an inn in Vermont in early 1934. Bob and Betty Royce powered their simple rope loop using the rear wheel of their Model A Ford. Interest exploded. The skiing ‘industry’ was born. By the late 1930s, more than 100 tow ropes were operating in North America.”

build a log hut to house the lift motor, and prepare for what promises to be a record-breaking season at Meany Ski Hut.”¹⁶³

The installation of four tows means “the Northwest will have made the first step toward catching up with Europe in the matter of ski equipment.” The endless ropes were powered by gasoline motors. The tow at Snoqualmie Summit was 1,000 feet long and lift skiers up 450 feet, which should be the solution to the area’s “weekly traffic jam,” as it keeps up-hill skiers on the right side with the downhill-bound skiers on the other side. “It reaches as far up the hill as the timber is cleared.” The tow at Mount Baker, located south of the slalom course, was longer. John Ambler, secretary of Ski Lifts, Inc., said the company was planning a rope tow for Blewitt Pass where they had bought property for the structure. These changes

will give Washington’s principal ski areas, Mount Rainier, Mount Baker and Snoqualmie Pass, four tows where none grew before. At the Seattle Park Board’s recreation area, a quarter of a mile this side of the summit, Jim Parker and Chauncey Griggs (Ski Tows Inc.) are completing one that reaches as far up the hill as the timber is cleared. They have already installed one from the dam in Heather Meadows, Mount Baker, 800 feet up the hill. They are also working on one at Paradise Valley, running from the Guide House, home during the winter of the Washington Ski Club, to the “saddle” on Alta Vista.¹⁶⁴

The Stevens Pass ski area was started by Don Adams and Bruce Kehr, both passionate skiers, in the winter of 1937-38. The Tacoma News Tribune of October 18, 1937, announced that 30 CCC boys, aided by skilled workmen were working to complete the Forest Service’s new \$10,000 ski hut

¹⁶³ *Ski Eyes Returning to Snoqualmie, Two Lifts and Railroad Work Give Area Aid*, Seattle Times, November 17, 1937 (page 33); *Paradise Valley to Install Ski Lift this Winter, Rope Tow Going on Alta Vista; Work to Start*, Seattle Times, October 25, 1937 (page 13); *Another Lift for Ski Clan is Constructed*, Seattle Times November 16, 1938; *Mountaineers to Keep Busy; Active Winter is Planned*, Seattle Times November 20, 1938 (page 41); Lundin, John, *Ski Lifts, Inc. and the First Northwest Rope Tows*, HistoryLink.org, Essay 10716.

¹⁶⁴ *Ski Tows are Being Installed, Work Opens on New Equipment at Two Sites*, Seattle Times, October 7, 1937 (page 27); *The Timer Has the Last Word*, October 13, 1937 (page 18); *Ski Season’s Here, Snoqualmie to Have Tows*, Seattle Times, October 31, 1937 (page 20).

at Stevens Pass. Chambers of Commerce from Everett and Wenatchee had joined to buy 100 acres of ski terrain for the ski area. The highway would be kept open from the east, but there were no plans to keep the pass open from the west. After hearing of the plans to install a rope tow at Snoqualmie Pass, a rope tow was built at Stevens Pass by Don Adams and Bruce Kehr using a Ford V-8 and \$600 worth of materials. They charged 5 cents per ride up the hill.¹⁶⁵ The Stevens Pass Lodge built by the Forest Service, a “beautiful stone-and-shake structure,” was dedicated in December 1938, although it burned down in 1940. Adams and Kehr’s new ski area faced a number of challenges, including the fact that Stevens Pass was closed in the winter due to the amount of snowfall, so skiers from western Washington could not drive there. The road from eastern Washington was kept open to the pass, however. Enthusiastic western Washington skiers could reach Stevens Pass by driving to Scenic, a Great Northern stop west of the Pass where the road was officially closed, taking the train to Byrne east of the Pass, and catching a ride back to the Summit with other skiers driving there. In 1939, this route presented problems for the railroad. Great Northern Railroad officials “are fretting because skiers have discovered that they may go by automobile to Scenic, in Stevens Pass, catch the noon train through the tunnel to Byrne, on the east side, pay the conductor 17 cents for the ride and then ski five miles back to Scenic. The railroad, we gather, is glad to have the skiers. But they have been arriving in such increasing numbers that pretty soon the conductors won’t have time to collect all the fares before the train gets to Byrne.” Admirers of Stevens Pass skiing said it was “one of the finest recreational areas and ski country in the Northwest...As soon as the new highway there is completed, and kept open for winter use, Stevens Pass will be thronged.” Stevens Pass held its first ski

¹⁶⁵ Alpenglow Ski History - Tacoma Public Library - Clippings, Alpenglow Ski Mountaineering Project; Horn, *There are no Wet Blankets at Snoqualmie*, page 58.

competitions in 1938, its first year of operation. In March 1938, Tony Knutsen of Everett won “a three-quarter mile dash done a Stevens Pass mountainside to win the giant slalom race of the Stevens Pass winter sports carnival.” Special trains took 200 skiers from Wenatchee and 100 from Everett to the Pass.¹⁶⁶

The federal government built a number of ski facilities in the Northwest between 1937 and 1939, using money allocated to stimulate the economy during the Depression. The Forest Service built a lodge at Leavenworth for use by the Leavenworth Winter Sports Club for slalom and downhill activity. At the Deer Park Ski Area on the Olympic Peninsula, the Forest Service built a modern stone cabin capable of handling 40 or 50 people a night for the Port Angeles Ski Club, 2 ½ miles “back” of Port Angeles in the Olympic Range.¹⁶⁷

Nearly 40,000 people visited Mount Baker in 1936-1937, after the area had undergone three years of ski development,. The “magnificent lodge” there burned in 1931, leaving only the lodge annex which was repeatedly crammed to capacity, as were the cabins. If there were suitable overnight accommodations, Mount Baker “would be one of the world’s greatest ski areas.” Jim Parker and Chauncey Griggs built a dam to furnish power and water to the buildings, but the “real item of development” at Mount Baker was the ski tow built by Parker and Griggs, from the dam to Panorama. The rope tow was 800 feet long, with 250 feet of elevation gain, powered by a 1934 Ford engine, located a quarter mile above the lodge, letting skiers to go downhill toward Bagley Lake. “It isn’t long,

¹⁶⁶ *The Timer Has the Last Word, Rail Troubles*, Seattle Times, March 4, 1939 (page 11); *Skiers Spread Out, New Areas Being Opened Up*, Seattle Times, November 20, 1938 (page 34); *Stevens Pass Dedication Due*, Seattle Times, December 1, 1938 (page 15); *Tony Knutsen Wins Stevens Pass Slalom*, Seattle Times, March 14, 1938 (page 16).

¹⁶⁷ *The Timer Has the Last Word*, Seattle Times, September 13, 1937 (page 16).

as ski tows go, but it will speed its users toward downhill knowledge, which is, after all, 75 per cent of skiing.” Harry Reasoner operated the rope tow for Ski Lifts, Inc., charging \$1 for an all-day ticket on Saturday and \$1.50 on Sunday. The Mt. Baker ski school was directed by Otto Lang, and a ski tow was available to take “you to the top of the run without effort!” New oil-fired heaters were installed in the annex and a new ski hut had been built offering rental of skis, boots and other items. Overnight lodging, food, heat and hot water cost \$5. Countless tour parties were expected to take advantage of the “tremendous jaunts which make Baker what it is.” Ski trails led to Panorama Dome, Salmon Meadows, Galena Bench, Shuksan Arm, Swift Creek, Lake Ann, Camp Kizer and Chain Lakes. The Pacific Northwestern Ski Association sanctioned tournament was held at Mt. Baker in spring of 1938, where 38 men and 11 women competed in downhill and slalom.¹⁶⁸

By November of 1937, the Seattle Park Board’s ski area at the Summit had a 1,000 foot rope tow installed to serve the pie shaped wedge of clearing just west of the Seattle Ski Club. The Ski Park area was small and jammed too many beginners into a small area, a situation somewhat relieved by extending its trails back into the timber on the top side,

but it is somewhat hazardous to come down any but in a generally straight line. Those who try to curb speed by traversing become the target for those, who, with more courage than ski-savvy, click skis together in the military manner and shaft straight down, completely out of control, they fall, bounce, start cart-wheeling, and wind up with the half-dozen unfortunates they have knocked down.

The Parker-Griggs ski tow fortunately will do much to clear the area, since it parallels the trees on the right-hand side of the course. Skiers using it will be well away from the downhill-bound novitiates; and the added opportunity of getting downhill training without the long uphill climbs and sudden, weary-legged returns will work wonders in developing turning

¹⁶⁸ *Mt. Baker Looks Ahead to Possible New Lodge, 40,000 Guests Visit Area for '37 Season, & Bellingham Gateway to Mt. Baker*, Seattle Times, November 17, 1937, (page 34); Heller, Ramon, *Mount Baker Ski Area, a Pictorial History*, the Mount Baker Recreation Company, 1980, pages 43, 45.

technique.¹⁶⁹

The Summit rope tow, known as “old Betsy,” was designed and built Ski Lifts, Inc., owned by Jim Parker and Chauncey Griggs, which began operating the concessions at the area in 1937. Its initial rates were 10 cents for a single ride and \$1.00 for a day pass.

The rope tow at Paradise Valley on Mount Rainier was the third lift installed in the fall of 1937, by Ski Lifts, Inc., with the Seattle Times of October 25, 1937 saying that Jim Parker, who already installed tows at Mount Baker and Summit, Snoqualmie Pass, made a surprise announcement that “Paradise Valley gets a ski lift this winter.” The lift would pull skiers 1,000 horizontal feet and 300 vertical feet from Guide House to the saddle on Alta Vista, and would be installed that week. Parker was at Mount Rainier marking spots for poles that would haul the endless rope and making plans for the winter. Rates had not been set but they would likely be similar to the rates at Baker and the Summit - “\$1 per day per person, for as many rides as he wishes.” Jim Parker, who had been an Otto Lang Ski School assistant the prior year, said “you can really get a lot of downhill skiing on a tow...At Sugar Hill, Vermont, two years ago, one chap I knew got in sixty rides on a tow with 500 feet vertical lift. That’s 30,000 downhill feet of skiing.” The Seattle Times of December 6, 1937, described the first day of operation of the new rope tow. “Skiers came along side the constantly moving rope, grabbed it, and were pulled up by their skis, from the Guide House, at the foot of Alta Vista, to the saddle of Alta Vista, a vertical ascent of 350 feet. Then they boomed down. One thing was evident - the lift has ‘split’ Alta Vista in two pieces and made descent of the small peak a faster matter than before.” The rope tow’s inaugural opening was likely responsible for the record crowds at Mt. Rainier, “the greatest early season skiing crowd that ever jammed a highway, packed a ski slope, or did a

¹⁶⁹ *Snoqualmie Gets Lift - With Lift*, Seattle Times, November 17, 1937 (page 34).

sitzmark” consisting of 2,328 skiers.¹⁷⁰



Chauncy Griggs riding the first rope tow at Mt. Rainier. Photo from Tacoma library.

Webb Moffett was the first person hired by Parker and Griggs to assist with the rope tow operations at Snoqualmie Pass. According to his son Dave, Webb was a civil engineer from New York who moved to Seattle in the 1930s, where he worked as a station manager for Sacony Vacuum (which later became Texaco Oil), and by 1937-38, he was the assistant director of the Hiram Chittenden locks on the Lake Washington Ship Canal. Moffett read a newspaper article about a rope tow being installed at the Woodstock, Vermont ski area, and when he saw the Municipal Ski Park on Snoqualmie Pass, he thought a rope tow would be perfect there. After learning that Parker and Griggs already had

¹⁷⁰ *Paradise Valley to Install Ski Lift this Winter, Rope Tow Going on Alta Vista; Work to Start*, Seattle Times, October 25, 1937 (page 13); *Northwest Gets U.S. Recognition Meets Awarded, Ski Lift Success*, Seattle Times, December 6, 1937 (page 14).

plans to build the rope tows at Snoqualmie Summit, Paradise and Mount Rainier, he joined forces with them. Beginning in the winter of 1938, Moffett managed the rope tow operations and concessions at the Municipal Ski Hill on the weekends for Ski Lifts, Inc., while working at the locks during the week. He earned \$10 per weekend plus 10% of the gross revenue.

Webb Moffett told the story of how he became involved with Ski Lifts, Inc. and skiing at the Summit in articles that appeared in several places.

Although all were having fun in those days (because we didn't know any better), the world was awaiting an easier way to get more out of skiing. In 1932 a sophisticated young man by the name of Jim Parker came out from the east. His involvement there with the rope tow enabled him to enlist the support (and the finances) of Chauncey Griggs of Tacoma. They started a company known as Ski Lifts, Inc., for the purpose of installing rope tows in the Northwest. At the same time, I had my interest piqued by an article the Sunday supplement of the New York Times about the first mechanical device to haul skiers up a hill by an endless rope. This device, located at Woodstock, Vermont, intrigued me. I had been doing a little skiing myself - you did a little skiing in those days because you spent most of your time climbing the mountain - and suddenly I knew that a rope tow was the answer...

Those were the depression years and, since I was out of a job, I had the opportunity to secure a location. I found that the Tacoma people had preceded me. On the theory that if you can't beat 'em, join 'em, I talked myself into a job with Ski Lifts, Inc., and Jim Parker and I set out to install rope tows at Rainier, Mt. Baker, and Snoqualmie. At the same time, Don Adams and Bruce Kehr were busy setting up a rope tow at Stevens Pass. Previously, the Milwaukee Railroad got into the act at the Milwaukee Bowl with ski trains running to the eastern terminal of the Snoqualmie tunnel. Skiing had arrived...¹⁷¹

Another publication told the same story, but with a few differences.

“Moffett, accordingly, sat down before a sheet of drafting paper and in no time at all had engineered his own version of the Woodstock tow. He then got in touch with the men holding the forest permits, and they made a deal. Moffett would get 10% of all tow tickets sold at Snoqualmie Summit in exchange for erecting tows there and at two other, more distant mountains... Business was so bad in the beginning that Moffett and his wife, a Seattle girl named Virginia Robinson, were lucky to gross \$10 a week at Snoqualmie for themselves.

¹⁷¹ Moffett, Webb, *A Brief History of Skiing in the Northwest*, Puget Soundings Magazine 1978.

They spent their weekend nights sleeping in the equipment room.”¹⁷²



Webb Moffett & rope tow at Municipal Ski Park. Courtesy of Moffett family.

Although the new rope tows were immediately popular, and were a vast improvement over hiking up the ski hills with skins, they presented challenges of their own, as described by Otto Lang, in his autobiography, *A Bird of Passage*. He called them “jerry-built rope tows,

consisting of a used automobile engine with a pulley attached to it that advanced a one-inch-thick rope over a series of automobile wheel rims. The rims were fastened to high poles set in a straight line, leading to a flat spot on top of the hill. A skier had to grab the often icy or, at other times, wet and slippery rope, which raced through a gloved hand until friction tightened the hold, similar to the clutch in an automobile. Then the skier either began to move slowly or, if he grabbed the rope too firmly, shot forward, as if launched from a cannon, to fall flat on his face. This would obstruct the next skier’s progress, who fell on top of the one already prostrate, entangling his skis and struggling to get out of the way. There was an infinite variety of prat and pitfalls, like devious traps, along the journey and it was always a relief to arrive at the tip. At the terminus a skier would let go of the rope, his fingers cramped and shoulders stiffened from the long haul up the hill. As primitive as this conveyance was, it was still preferable to laboriously climbing up the hill.¹⁷³

¹⁷² Huston Horn, *There are no Wet Blankets at Snoqualmie*, undated article in Seattle Municipal Archives.

¹⁷³ Lang, *A Bird of Passage*, pages 145 - 146.

The Pacific Northwest was awarded two major skiing tournaments for the next two years, reflecting the importance of the region to the national skiing scene. The F.I.S. International Downhill and Slalom Championships would take place in Sun Valley, Idaho, in 1938, and the National Downhill and Slalom Championships would be held at Mt. Hood, Oregon, in 1939. Further, there was a possibility that the Northwest may receive the Olympic trials in ski jumping in 1940, just before the departure of the U.S Olympic ski team for Japan, to be sponsored by the Leavenworth Winter Sports Club, the Seattle Sports Club, or both.¹⁷⁴

C. FALL 1937 - EXCITEMENT GROWS AS SKI BOWL IS PUBLICIZED

The ski year of 1937 - 1938, was a seminal one for Northwest skiing, with the opening of the Snoqualmie Ski Bowl by the Milwaukee Road, and the building of rope tows at three ski areas. Excitement grew over the ski season of 1937 - 1938, as plans for the upcoming season were publicized in the local papers.

The Seattle Times of October 27, 1937, reported on progress being made at the Snoqualmie Ski Bowl. Professional ski instruction would be offered to attract a broader group of enthusiasts.

The “Snoqualmie Ski Bowl,” on the Milwaukee Line at Hyak - with its two-story ski hut completed, trails cleared through the woods from the old grade crossing through the woods, and one of the Northwest’s noted ski instructors to be on hand to give lessons to those wishing them, once the snow falls. Arrangements were virtually completed today whereby Ken Syverson, assistant to Otto Lang, noted Austrian instructor, will be at Snoqualmie Ski Bowl each time there are ski trains pouring to the newest winter resort this winter. It was thought probable he would again represent the Otto Lang Ski School, which did so much good at Mount Rainier and Mount Baker last winter. Assurance that ski instruction would be available at Snoqualmie Ski Bowl spurred the Milwaukee Line officials who have been superintending development of the area to new heights. They ordered a special “instruction course” cleared

¹⁷⁴ *Northwest Gets U.S. Recognition Meets Awarded*, Seattle Times December 6, 1937 (page 14).

close to the ski cabin and bulldozers and men were felling more trees today.¹⁷⁵

Ben Paris was a well known businessman and sportsman in Seattle, and owned a sportsman's restaurant and sporting goods store in Seattle.¹⁷⁶ Paris played an important role in the development of the Ski Bowl. He was the concessionaire at the Ski Bowl, who built and operated its ski tows and ran the restaurant operations there, as well as providing lunches on the ski train. Paris would construct at least one ski tow at the Ski Bowl for the upcoming winter season,

which will give Washington's principal ski areas, Mount Rainier, Mount Baker and Snoqualmie Pass, four tows where none grew before...The Paris tow will be a modest one this year; not the Sun Valley type, probably, because the Snoqualmie Ski Bowl still is in the formative state, and the correct form of lift has not yet been determined.¹⁷⁷

On November 17, 1937, the Seattle Times published a seven page special Ski Section containing news about the new developments in local skiing and the winter's upcoming ski events, that reflected excitement for the upcoming season. Ken Binns, the ski reporter for the paper, captured the desire of local skiers for expansion of the sport.

We want a lot of things...winter ski resorts that are constructed for winter occupancy; overhead trams from Paradise Valley to Camp Muir, and from Heather Meadows to the top of Table Mountain at Baker, and a lift to Silver Peak Basin in Snoqualmie Pass. We want skating rinks outside Paradise Inn, and garages alongside where we can park our cars; and a new hotel at Baker, and one in Snoqualmie Pass, and a wider road to Deer Park on the Olympic Peninsula

¹⁷⁵ *Ken Styverson Ski Bowl Instructor, Lang Assistant Will Coach at New Snow Area*, Seattle Times, October 27, 1937 (page 19).

¹⁷⁶ Ben Paris owned a series of billiard parlors in Seattle, but was best known as the sportsman/owner of Ben Paris Cigars, Lunch & Cards at 1609 Westlake Avenue. "World famous Ben Paris Restaurant is truly the sportsman's family headquarters for delightful downtown atmosphere giving you that out of door feeling. Complete line of sporting goods for the fisherman and hunter and the latest dope. Tobacco, pipes and the Sportsman's Cocktail Lounge." Paris started Seattle's first fishing derby in 1931, which continued through the 1940s. He participated in a number of conservation, hunting and fishing organizations. In December 1937, he added a ski department to his store with Ken Styverson manager. *Ben Paris*, em/wolo[edoa/prg/wike/Ben_Paris; Seattle's Historic Restaurants by Robin Shannon, Google Books; Seattle Times, December 17, 1937 (page 18).

¹⁷⁷ *Ski Season's Here, Snoqualmie to Have Tow*, Seattle Times, October 31, 1937 (page 20).

and Stevens Pass cut open. Some day, no doubt, some of these things will happen if enough folks get behind them and push. But one can't have everything all at once.¹⁷⁸

Snoqualmie Pass “comes into its own this winter” with the opening of the Ski Bowl, and the ski lift developed by Jim Griggs and Chauncy Griggs at the Seattle Ski Park

Each area will have a ski lift; and the rapid improvement in ski technique they will bring will pay its dividends in increasingly long ski tours into the Summit hinterland...that vast Cascade region of wooded trails and burns, and nursery slopes and avalanche slides, which some day will sprout overnight huts and a greater army of skiers....the adventurous men and women who, seeking respite from packed practice hills and marked areas, will seek release on unexplored terrain.¹⁷⁹

The Milwaukee Road's newly developed 200 acre Snoqualmie Ski Bowl was the project that excited local skiers. It consisted of

mostly wooded but with cleared ski runs from the Old Milwaukee grade crossing down out of the “rim” section of the Bowl to the flat area in which the railroad company has erected a two story, 24x94 foot ski cabin. Gradient from zero to 40 degrees. Ski lift, Sun Valley type (minus chairs) being installed at present by Ben Paris Recreation, which also will maintain lunch counter in ski hut. The lift will be 1,800 feet long with a vertical lift of 300 feet. It will be powered with an electric motor; operate day and night, for flood light are being installed on all five of the runs cut through the trees.

Two special trains will leave Seattle each Sunday morning for the area; containing as well as “reserved” coaches in which every skier will have a seat, a baggage car equipped with ski checking racks and waxing tables (with hot irons), and a recreation car, sixty feet long and nine feet wide (interior measurements) with an orchestra. There'll be dancing, going and coming, a two hour trip. One train will return late in the afternoon; the other later in the evening.

Arriving at Snoqualmie Ski Bowl, skiers will alight on a platform fully covered and go through a boarded tunnel into the ski hut proper. There will be little, if any, wading in the snow. The ski hut's first floor will have the catering bar, and checking divisions. The second floor will be given over to waxing, lavatories and chairs and lounges on which skiers may rest. The second floor, too, will open directly onto the snow; the start of the hill will be less than 100

¹⁷⁸ *Let's Go Slowly, Yakima Park is Needed, but So is Paradise Valley Development*, Seattle Times, November 17, 1937 (page 30).

¹⁷⁹ *Ski Eyes Returning to Snoqualmie Pass & New Bowl, Two Lifts and Railroad Work Give Area Aid*, Seattle Times, November 17, 1937 (page 33).

yards away.¹⁸⁰

The Ski Bowl was bidding for young skiers, since rail transportation would take a burden off parents' hearts - no skidding into ditches, and there will be a definite time for arrival home. Credit had to be given to Sam Rachine, head of Wilson's Modern Business College, whose perseverance made Snoqualmie Ski Bowl become a reality, which ran an ad, promoting the new ski train.¹⁸¹

Milwaukee Railroad ran the first of its ads promoting the Ski Bowl saying "all aboard for the newest of the winter playgrounds, Snoqualmie Ski Bowl (61 miles east of Seattle)."

Here's the perfect day of winter sport all wrapped up in a neat, convenient package. An ideal playground in the heart of the Cascades...plenty of exciting runs, a roomy, comfortable lodge fast, comfortable, clean transportation and a low price of \$1.70 round trip... You can ski directly from the steps to the trail, at the top of which you have your choice of numerous courses, ranging in length from 1,200 to 1,600 feet, and with gradients to suit all degrees of skiing skill. For the convenience of those who prefer not to climb the hill, an electrically operated ski lift has been provided. The main ski courses and the grounds near the lodge are electrically lighted for night recreation...Leave Seattle after breakfast, return in time for late dinner. You'll enjoy a carefree, exciting day in perfect surroundings.¹⁸²

The tow at the Ski Bowl, along with rope tows installed elsewhere for the winter of 1938, would be of great benefit to recreational skier "who cares a whit for competition."

He needs the sort of ski tows Jim Parker and Chauncey Griggs of Ski Lift, Inc., and Ben Paris are installing; the Parker-Griggs lifts at Paradise, Baker and Snoqualmie Municipal Hill; and the Paris lift at Snoqualmie Ski Bowl, the Milwaukee road's newest development at the east

¹⁸⁰ *Ski Eyes Returning to Snoqualmie, Two Lifts and Railroad Work Give Area Aid, & Snoqualmie Gets Lift - With Lifts*, Seattle Times, November 17, 1937, (pages 33, 34).

¹⁸¹ *Snoqualmie Gets Lift - With Lifts*, Seattle Times, November 17, 1937, (page 34).

¹⁸² Seattle Times, November 17, 1937 (page 3). The paper also had articles on skiing in Africa (Algeria had the best skiing), in New Zealand (the South Island is the best), the Honolulu Ski Club, local sailors who were transferring their talents to skiing (Skippers Stow Away Sails and Bring Out Skis), and other topics. The town of North Bend ran an ad calling itself the Gateway to Snoqualmie Pass Winter Playground, and invited the "ski-minded" to make it their headquarters for supplies for One article had advice to skiers, "never ski alone" in order to escape avalanches.

portal of Snoqualmie tunnel.¹⁸³

Ben Paris was responsible for the ski lift being put in at the Ski Bowl , after he agreed to supply the food at the lodge being built.

The Ski Lodge came first - a two story building capable of unlimited enlargement; with a waxing room and ski racks on the first floor; a large recreation hall, with fireplace, and a 94-foot lunch counter, on the second. A tunnel connecting the building with the rain shed, paralleling the main line track, and stairs on the other side, leading from the second floor to the snow. Then Ben Paris Recreation stepped in, took over the concessions, and guaranteed the food. Then Ben Paris, looking at the contemplated ski runs, decided a ski tow was necessary to make the Bowl complete.

It's virtually ready now...1,800 feet of it, modeled on the Sun Valley lift, which has an endless, horizontally-operated cable, from which, next year, chairs may be suspended. It will hoist skiers who don't need to take off their skis, 300 feet in vertical distance, over the 1,800-foot-long run to the Milwaukee's old grade crossing. Then they will have their choice of downhill runs...steep, or casual. And they won't have to wax for uphill climbing. They'll use downhill wax, for both up and downhill running.¹⁸⁴

The Ben Paris Recreation Company was the developer of the 1,800 foot lift at the Ski Bowl, being installed by Cooley Engineering Company. The lift was a "Sun Valley type ski lift, identical in every way save one to that modern uphill device. It won't have chairs, this year; a trapeze arrangement instead." It had two towers, and the top tower located above the old Milwaukee Road grade crossing had "a huge 9-foot wheel." The set up at the Ski Bowl convinced the boys that they "really have something."

The ski area, running approximately 2,500 feet up the disk of a natural bowl from the Ski Lodge, looks like a great wedge; with curving trails pouring down from the old grade crossing, high on the side of Mount Catherine, and with the Ben Paris ski lift taking form at the right-hand side, as one looks up from the lodge. "You can pretty nearly route traffic," said Ben Paris, studying it. "Skiers can go up to the right, then swing down that 7 percent grade

¹⁸³ *Six Feet Cover Paradise; Year to be a Full One*, Seattle Times, November 17, 1937, (page 30).

¹⁸⁴ *Snoqualmie Ski Bowl Formal Opening Coming, Seattleites Take It Over; Sam Racine Rates Credit*, Seattle Times, January 5, 1938 (page 20).

crossing, picking their trails at will. And the trails will wind up virtually in the lap of the ski lift itself.”¹⁸⁵

The Ancient Skier book said the Ski Bowl “had two electric lifts, one, a platter pull, was 1,400 feet long with a 400 foot rise. Round wooden “platters” were fastened to ropes and pulled the skiers up the hill like a Poma lift. The other was 700 foot long with a 300 foot rise for experts. The cost was 50 cents for the day.”¹⁸⁶

The Ski Bowl’s lift was an overhead circulating cable tow with a J shaped device hanging down for one passenger, that was put between skiers’ legs, known as a J-Bar. The overhead circulating cable tow was invented by Ernest Constam, an engineer from Zurich, Switzerland, which was first installed at Davos, Switzerland in 1934. It had vertical bars hanging from the cable with rope handles for riders to grab and hold as they came by. The vertical bars were attached to the cable by box springs to cushion the shock of starting. Each bar held one skier. The cable was hung between two 20 foot A-frame towers, each with a six foot wide bull wheel. It could carry 500 people per hour up 1,000 feet. Similar tows were installed in 1935 - 1936, at Jackson N. H., and at Oak Hill in Hannover N.H. by the Dartmouth ski coach. The chair lift installed at Sun Valley in 1936 - 1937, was based on the same concept, except it had one person chairs hanging from the overhead cable instead of vertical bars and ropes. In 1937 - 1938, the lift at Jackson N.H. was rebuilt to be a J-Bar. Wooden J-shaped grips (“shovel handles”) were hung from the overhead cable which would go behind skiers’ seats, that were easier to hang onto than rope loops. J-Bar lifts were installed the same year at the Milwaukee Ski Bowl and Cold Springs, N.H., and one was installed at Donner Summit in California

¹⁸⁵ *Ski-Hive is Busy, Sun Valley Gets More Snow, Waiting for Snow*, Seattle Times, December 12, 1937, (page 28); *The Timer Gets the Last Word*, Seattle Times, December 11, 1937, (page 9) .

¹⁸⁶ Lucas, *The Ancient Skiers of the Pacific Northwest*, page 27.

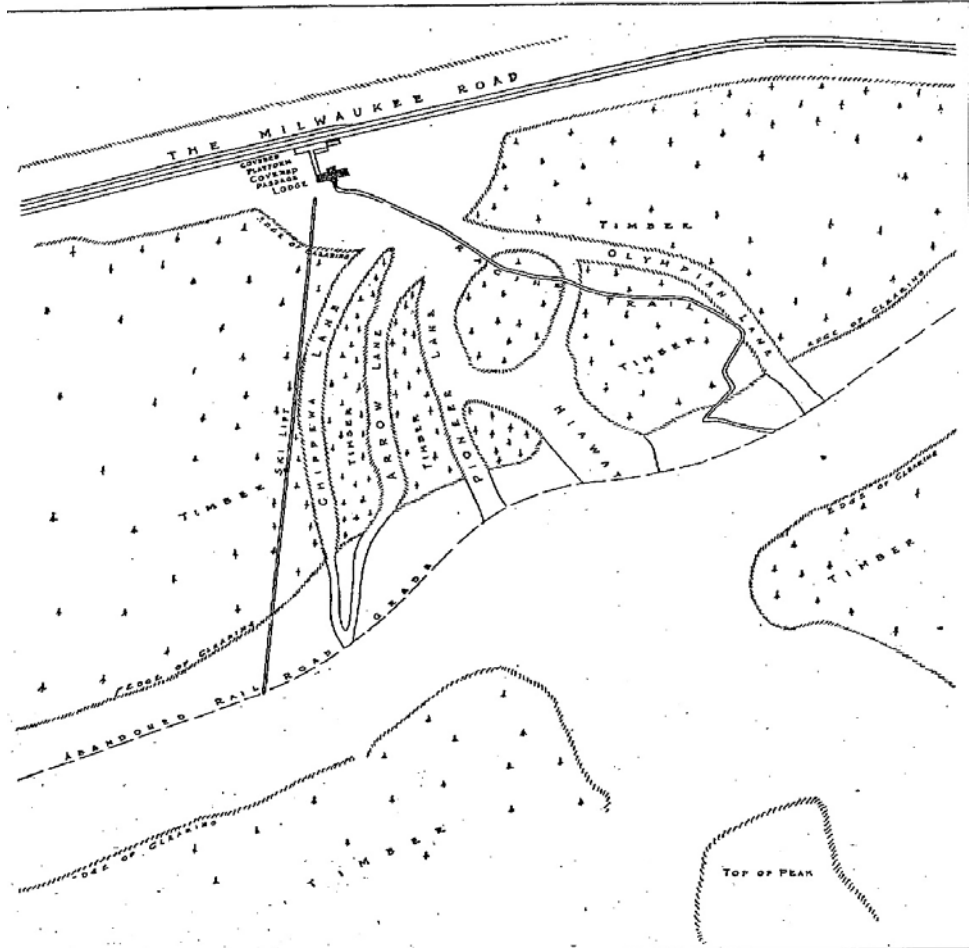
in 1938 - 1939. In 1940, a T-Bar lift (also invented by Constam) was installed at Pico Peak, VT, and at Mt. Tremblant in 1941. T-Bar lifts had a T shaped device hanging from the overhead cable which would hold two people, instead of a J-Bar. T-Bars then “spread like wildfire across the United States...These lifts transformed skiing to a more appealing, comfortable and popular sport.”¹⁸⁷

A map of the new Ski Bowl showed the runs waiting for skiers as soon as Snoqualmie Pass received more snow. The ski area extended from the lodge built at the level of the road grade for the old Milwaukee Road tracks that crossed Snoqualmie Pass before the tunnel under the Pass was completed in 1914. There were five ski runs, each named for a Milwaukee Road train: Olympian, Hiawatha; Pioneer, Arrow, and Chippewa.

The following map, published in the Seattle Times on November 17, 1937, is oriented from the top of the hill on the bottom looking down the ski hills to the Ski Bowl Lodge and Milwaukee Road station. The five downhill runs named for Milwaukee Road trains are shown.

¹⁸⁷ Paul Valar, *The Wonders of the First T-Bar, the Lift that Became Skiing's Mainstay was Built in Davos*, Skiing Heritage Magazine, September 1993; *An Editorial Postscript*, Skiing Heritage Magazine, June 1999.

THIS WILL LOOK BETTER, A MONTH FROM NOW



Chicago, Milwaukee, St. Paul & Pacific Railway engineers looked when the snow (presumably) will be deep, young Seattle and its parents at Snoqualmie Ski Bowl, then mapped it this way. A month from now, will be sliding down those courses.

Seattle Times, November 17, 1937, page 33.

Seattle stores ran ads selling ski gear for the upcoming season, including the Cunningham Ski Lodge; Sportmaster Ski Boots; Windy Langlie across from the Washington Athletic Club; Bests Apparel; Flying Finn Skis from Finland, “extremely light yet durable;” and many others.

Ben Paris, who built the tow at the Ski Bowl and operated its food concessions, announced that Ken Syverson was manager of its new complete ski outfitting department at the Westlake Avenue store

Good Skiin'
STARTS AT
Ben Paris'



Let starts with the "right steer" on skiing tools and togs at the hands of **KEN SYVERSON**, crack skier and instructor, who has personally picked every item in our big stocks and whose expert counsel is

freely at your service . . . come in, chin with **KEN** and you're sure of a proper start . . . ask him to show you those good solid hickory ridge-top Skis we're featuring, fully insured, at \$7.95 . . . get the dope from Ken on his Ski School at **SNOQUALMIE BOWL** . . . specially-low rates to Children and Adults for Class instruction . . . plan **NOW** to attend the big opening at **SNOQUALMIE BOWL** next Saturday and Sunday . . . via **MILWAUKEE ROAD**, \$1.70 Round Trip . . . swift, comfortable and **SAFE** . . . two trains each day, 7:15 and 9:30 a. m. Return at 6 p. m. Ben Paris' popular-price food service at the **LODGE**.



KEN SYVERSON

SPORTSMEN'S HEAD CAMP
1609 WESTLAKE

Seattle Times, January 5, 1938 (page 23).

- "Bring Ken your ski problems - have him post you on coming events at the Milwaukee Road's Snoqualmie Ski Bowl."

Best's Apparel in downtown Seattle offered the following bargains. Plenty canny, this Best's shop! We know all those little things that make you look like a professional skier your first trip to the Summit. We know you want simple clothes – gabardine pants or knickers, 9.95 to 12.95, and a parka with a detachable hood, 7.95 to 16.95; Arlberg shoes, 15.00, and practical white canvas gaiters, 1.95; natural wool sox and mitts whose oils keep them snow repellent. We know it's the accessories that make you look smart. The Tyrolean belts, 2.50, and mitts, 2.95; the bright Sun Valley sox, 1.25; the colorful embroidered resthaus jackets, 19.95, that we import from Austria. We know you need ski-train slippers, 2.50, for dancing or after-skiing. In fact, we know if you're a skier at all, you need Best's in your life.¹⁸⁸

D. JANUARY 1938 - SNOQUALMIE SKI BOWL OPENS TO GREAT ACCLAIM

In early January 1938, the Milwaukee Road prepared for the expected crowds traveling to the Ski Bowl for its opening. A test train to the Ski Bowl provided insight about working with "a strange tribe of people - the skiers." Train crews had experience with stockmen, salesmen, the Army and such, but "skiers were brand new." Every car was warm but the crew forgot that skiers dress warmly, and

¹⁸⁸ Bests Apparel ad, Seattle Times, November 17, 1937 (page 34).

the first group was “really uncomfortable.” The recreation car where dancing would be done was steam pipe heated, and the company was trying to figure out what to do. “The skiers will get warm enough, doing the Big Apple and the schotische.”¹⁸⁹

On Wednesday, January 5, 1938, the Seattle Times published an eight-page special section headlined *Snoqualmie Ski Bowl's Formal Opening Coming Saturday*, containing a number of articles about the new ski area and the train service accessing it from Seattle.

The paper credited Sam Racine, the head of Wilson's Business College, for ensuring the area was developed, since he wanted a place for his 600 or 700 college kids to play on weekends during the winter. He convinced Seattle Milwaukee officials that the railroad should develop a ski area, and they convinced the Chicago head office that allocated the money, and the rest is history. Seattleites took the place over.

That's Snoqualmie Ski Bowl, sixty-one miles east of Seattle as the mail flies, 200 acres of sheltered snow and trees, ribboned with ski runs, surrounded by ice-capped peaks, and tucked into such a pocket as an average skier wants - a place where he has a nursery slope or a roaring schuss, and a snow tow to take him back so he can pour down again.

The ski trains should come in first in the ski area's rating of excellence.

They take the skier to the mountains without the bother of driving; they give him a specially prepared baggage car in which to wax his skis or store, his skis. They give him recreation cars, devoid of chairs and equipped with mountain music so he may dance his way to the bowl and back. They give him the opportunity to relax on his tired way home.

Seats were reserved so there was no danger of overcrowded trains. Checking service for ski equipment was available for a nominal fee - skis could be taken to the seats or checked.¹⁹⁰

¹⁸⁹ *Timer Has the Last Word*, Seattle Times, January 1, 1938 (page 9).

¹⁹⁰ *Snoqualmie Ski Bowl's Formal Opening Coming Saturday, Seattleites Take it Over, Sam Racine Rates Credit*, Seattle Times, January 5, 1938, (page 20).

Milwaukee Road trains left downtown Seattle on Saturday and Sunday mornings for the ski area, at either 7:15 am (the Early Bird) or 9:30 am (the Morning Rest for those who were up late in the night), for the two hour trip to the ski area, costing \$1.70.

Leave Seattle after breakfast, return in time for dinner. You'll enjoy a carefree, exciting day in perfect surroundings...your choice of numerous courses ranging in length from 1,200 to 1,600 feet. Power Ski Lifts available at reasonable rates.

The Special Ski Trains had "warm, comfortable coaches, a specially equipped baggage car for storing your skis, and a recreation car for dancing." The demand was so great that the railroad had to continuously increase service to accommodate the large number of excited skiers. Each train had two recreation cars and one baggage car for checking and waxing skis en route. There was a covered platform at the Ski Bowl offering protection to the passengers departing from the train, and the baggage car was accessible so they could easily obtain their equipment. More than 300 tickets had been sold for one of the first weekend's trains.¹⁹¹

The Ski Lodge was a two-story building "capable of unlimited expansion," with a waxing room and ski racks on the first floor, and a large recreation room with a fireplace and a 94 foot lunch counter on the second floor. A tunnel connected the train platform to the lodge. Ben Paris Recreation operated the Bowl's concessions and guaranteed the food. Paris insisted on having a ski tow to make the Bowl complete, and an 1,800 foot lift modeled on the Sun Valley lift, was installed which by next year, may have chairs installed on it. Skiers will have their choice of downhill runs, steep or casual. Ben Paris discussed future possibilities the Railroad was considering for the Bowl, including the development of countless miles of fine ski trails beyond Snoqualmie Ski Bowl; better accommodations, including

¹⁹¹ *Snoqualmie Ski Bowl's Formal Opening Coming Saturday, Seattleites Take it Over, Sam Racine Rates Credit, & Seats Reserved, Overcrowded Trains Out*, Seattle Times, January 5, 1938, (page 20).

overnight privileges; and an extension of the ski lift into Silver Creek Basin. Those developments depend with the skiers - "if they like the Bowl, the ski trains, the lights, we'll go all the way to give them more."¹⁹²

The Milwaukee Bowl offered the region's first over-head ski lift, described as "a Sun Valley type lift," (later known as a J-bar),

with two towers, one at the top of the Milwaukee grade crossing and one at the bottom. Horizontally placed on each tower is a 9 ½ foot cast iron wheel with a groove around it. On those two wheels revolves an endless 5/8 inch cable. Suspended from the cable are other cables, ending in a trapeze-like wooden handle to which the skier clings. He stays on his skis, keeps in a track, and is pulled up the course at about four miles an hour - a moderate pace, but it takes no time to get to the top. Then when he leaves the grade crossing, he has his choice of five downhill runs, each named after a crack Milwaukee train...Olympian, Hiawatha, Pioneer, Arrow and Chippewa. Between the Olympian and Hiawatha downhill trials is the Racine uphill trail.¹⁹³

One could ski from the upper floor of the Ski Bowl lodge to the ski lift, then be elevated 1,400 feet up the mountain. Don Fraser, "the Northwest Olympic and International skier of fame," described the skiing at the area.

There are unlimited possibilities there for all types of skiing. When snow conditions improve, I believe that there will be available at the Bowl one of the finest downhill or giant slalom courses in the Northwest. From the top of the mountain directly behind the Bowl proper, there is an excellent run that should prove interesting to the most expert.¹⁹⁴

The opening of the Ski Bowl overcame opposition to the sport from parents and school officials, who had been worried about lack of control over the youth on the way to skiing, and the dangers of making the trip to the Pass by car on snowy roads, with the Times announcing *Ski Bowl*

¹⁹² *Snoqualmie Ski Bowl's Formal Opening Coming Saturday, Seattleites Take it Over, Sam Racine Rates Credit*, Seattle Times, January 5, 1938, (page 20), *Big Things Ahead, Paris Eyes Ski Bowl's Future*, (page 24).

¹⁹³ *Lift to be Ready Saturday*, Seattle Times, January 5, 1938 (page 24).

¹⁹⁴ *Giant Slalom Site at Bowl Seen By Fraser*, Seattle Times, January 5, 1938, (page 24).

Bids for Junior Enthusiasts, Opposition to Week-End Trips Cut by Trains.

Today, however, with ski trains carrying these youthful ski aspirants, the opposition is melting to a great degree...It is expected that the Ski Bowl and ski trains will do much in the future to erase the official objection for high school students. The availability of supervised ski instruction will also do considerable for the youthful skiers. Under the capable guidance of Ken Styveson Ski School, the student may learn the rudiments of controlled skiing, thereby assuring himself of greater pleasure and safety.

High school ski clubs grew rapidly after the opening of the Ski Bowl. The Queen Anne Ski Club had a membership of 116, including "Margaret O. Dell," [sic], the authors' mother.¹⁹⁵

Ken Syverson, the director of the Seattle Times ski school, wrote an article describing skiing and the importance of ski lessons

Skiing, properly done, is a grand sport, the grandest sport there is. But skiing improperly learned is too frequently scary. That is why ski schools are necessary. Given the fundamentals, the correct way, the average person, be he young or middle-aged, can get around and derive real pleasure from the flow of skis across the snow. But if he hasn't learned those fundamentals, skiing becomes, not an exhilarating adventure, but a source of fear, of desperation. The skis are running away, and the skier can't step off. So he falls, and if his speed is great enough he pitches forward. When he pitches forward he may get hurt, though I shouldn't worry you too much with that possibility. Fortunately, snow generally is a comfortable mattress to fall on.

My school will teach the accepted technique that is necessary for skiing in the alpine regions of Washington - the Arlberg technique. It calls for energetic practice of the stem - the snowplow. And I can promise that a few instructions under my assistance or under me will give you a facility far beyond what you would acquire by going away by yourself and trying the same thing. That's been proved already.

From the snowplow, we'll go to more advanced turns - but the stem comes first. After balance is acquired on skis (and it comes from practice under the eye of some one who can correct a fault before it becomes chronic), we can talk about the faster modes of skiing - culminating in the schuss. That's the "straight" business you hear about in racing. But don't try it until you know how.

I have two assistants at Snoqualmie Ski Bowl at present - Miss Ella Standecker and Terlief

¹⁹⁵ *Ski Bowl Bids for Junior Enthusiasts, Opposition to Week-End Trips Cut by Trains*, Seattle Times, January 5, 1938 (page 24).

Torland. Miss Standecker is particularly able with children and women. She has skied in Germany, in the Alps, the Hannes Schneider classes at St. Anton, Austria, and has skied with many of the great skiers of Europe. Thor is a fine skier - quite, polished and very excellent with beginners. The skiing he had at Garmish-Partenkirchen and in Norway in 1936, particularly fitted him for his position on my staff, for he watched the masters and profited by watching. Syverson would offer three two-hour classes a day at the Bowl. The rates are moderate.¹⁹⁶

Excitement over the opening of the Milwaukee Bowl was so great that a Railroad executive suggested starting a petition to change the national anthem to "Oh say can you ski." Last minute touches were being made on the amplifying system at the Ski Bowl to get it ready for the opening weekend, which "will be unique in Northwest ski area development. It will broadcast occasional announcements, give skiers warning when it is time to board the train, and handle music the rest of the time."¹⁹⁷

The Seattle Times published a number of pictures of the Ski Bowl, the head of the Times Ski School Ken Syverson, Milwaukee Bowl ads for its ski train, and ads run by Seattle merchants selling ski gear, all of which generated excitement over the upcoming opening of the new ski area.

¹⁹⁶ *Ken Booms Along, Ski Instructor at Work*, Seattle Times, January 5, 1938, (page 24).

¹⁹⁷ *Woe of Yorick, Th' Trainman, Phonograph Too Large, Too Bouncy, Too Stingy*, Seattle Times, January 5, 1938 (page 20); *Ski Train to be Crowded, Starting Time, However, Gives Road Headache*, Seattle Times, January 6, 1938 (page 17).



JOIN IN THE
OFFICIAL OPENING
SNOQUALMIE
SKI BOWL

SATURDAY and SUNDAY
JANUARY 8th and 9th
Leaving 7:15 A. M. and 9:30 A. M.

Photo by Robert C. Johnson
Upper-Ken Syverson in action.
Eight-Lodge at Snoqualmie Ski Bowl.

Visit this new
Winter Playground

An ideal playground in the heart of the Cascades specially developed by The Milwaukee Road... plenty of exciting runs and a cozy, comfortable ski lodge.

Milwaukee Road Special Ski Trains to Snoqualmie Bowl include warm, comfortable coaches, a specially equipped baggage car for storing your skis, and a recreation car for dancing.



EXPERT INSTRUCTION BY KEN SYVERSON
at moderate cost.

Leave Seattle after breakfast... return in time for late dinner. You'll enjoy a carefree, exciting day in perfect surroundings... your choice of numerous courses, ranging in length from 1,200 to 1,600 feet. Power Ski Lift at reasonable rates. Special arrangements for parties. Write or call for additional information.

\$1.70 Round Trip
from Seattle to
SNOQUALMIE SKI BOWL
On Special Ski Trains
Every Saturday and Sunday at 7:15 A. M. and 9:30 A. M.

Seattle Office:
West Side, Fourth Ave.
and Union St.
Phone 213221-2132

Pullman Station, Fourth Ave.
and Jackson St.
R. F. Green, Gen. Agent

The MILWAUKEE ROAD

Seattle Times, January 5, 1938, page 23

KEN BOOMS ALONG
* * * * *
Ski Instructor at Work



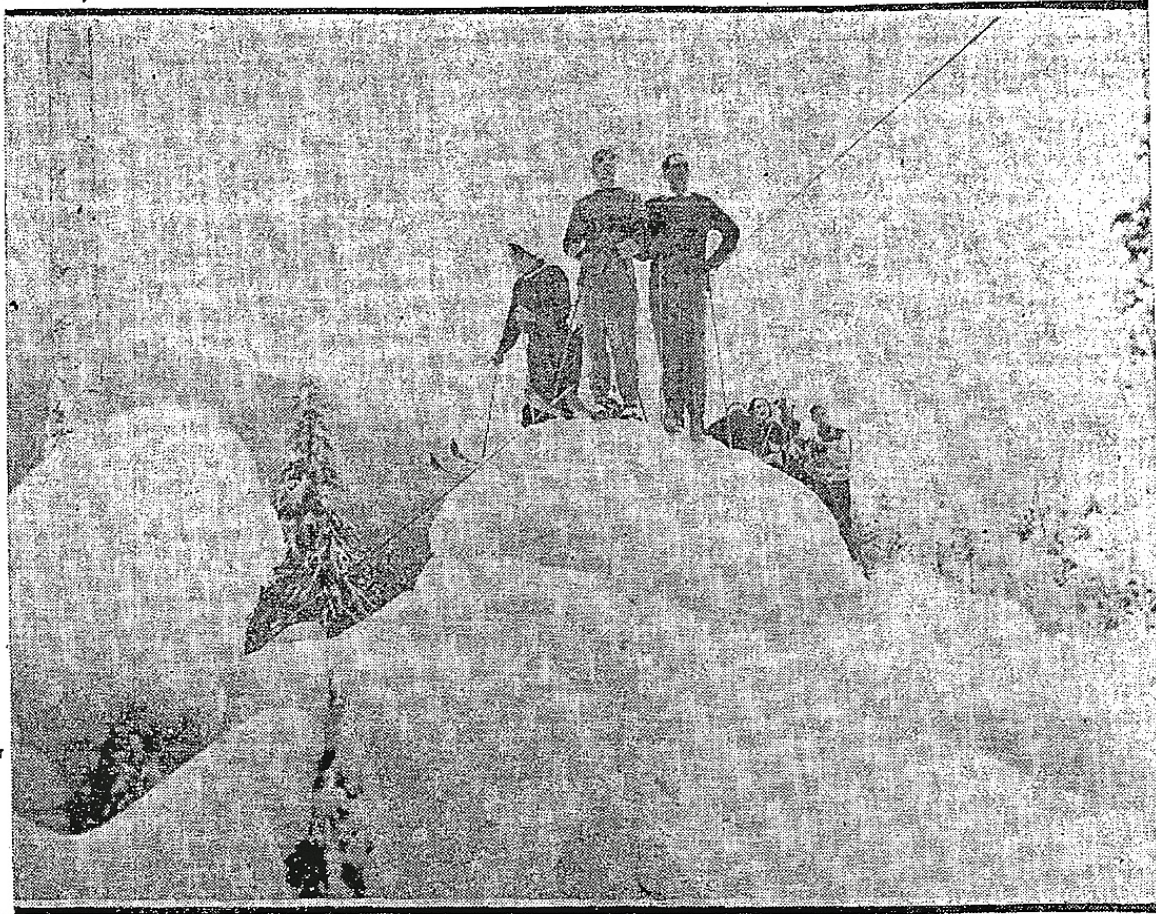
Ken Syverson, head of the ski school at Snoqualmie Ski Bowl, demonstrates Pioneer Lane, one of the five downhill runs in the new resort, with a golandesprung from the start of the trail.



And, now that the obstacle jump (not needed in this country, much) is completed, Ken christies down the slope, at full speed.

Seattle Times, January 5, 1938, page 24

VANTAGE POINT FOR A GRAND VISTA



Snoqualmie Ski Bowl lifts sharply to the sky, at its nether extremities, and snow-covered boulders help to elevate the wandering skier. Here, three distinguished kanönen (big shot, U. S. style) poise for a moment. From left, Darroch Crookes, Ken Syverson, and Don Fraser. Crookes and Fraser were members of the U. S. Olympic ski team; Fraser was Pan-American slalom champion this summer and only western representative on a six-man team sent to Chile. Syverson is head of the Syverson Ski School at the Bowl.

Seattle Times, January 5, 1938, page 24.

Seattle's stores that featured ski equipment and apparel took advantage of the big event to promote their wares. Best's Apparel, a Seattle Department Store, advertised its ski apparel for sale.

Best's doesn't want you to miss the fun of the train itself...that comfortable modern magic which whisks you from green grass to the Ski Bowl just like that. And to be sure you don't "miss the train" about your clothes, Best's skiers made a special trip to the Bowl. That's how we're sure you should have simple, workmanlike parkas and trousers...but colorful pleasant sweaters and accessories for lunch at the lodge; professional shoes for skiing...but ski-train slippers for dancing on the way home; natural wool socks and mitts that snow won't stick to...and all the other things that are really right.

SKI TRAIN

*literally • and figuratively •
we don't want you to miss it*

Best's doesn't want you to miss the fun of the train itself . . . that comfortable modern magic which whisks you from green grass to the white glissades of the Ski Bowl just like that. And to be sure you don't "miss the train" about your clothes, Best's skiers made a special trip to the Bowl. That's how we're sure you should have simple, workmanlike parkas and trousers . . . but colorful peasant sweaters and accessories for lunch at the lodge; professional shoes for skiing . . . but ski-train slippers for dancing on the way home; natural wool socks and mitts that snow won't stick to . . . and all the other things that are really right.

Best's Apparel

WESTLAKE, FIFTH AND PINE

Ski instructor pants . . .	14.95
Melton ski pants	5.95
Gabardine pants and knickers	9.95 to 12.95
Hooded Parkas	7.95 to 12.95
Arlberg ski shoes	15.00
White canvas gaiters . . .	2.50
Natural wool socks	1.50
Natural wool mitts	1.50
Tyrolean belts	7.95
Resthaus jackets	3.50 and up
Ski-train slippers	2.00

Seattle Times, January 5, 1938, page 24

Ski equipment could be purchased from Cunningham's, located at 2314 Lynn Street in Seattle, "out of the high rent." H. B. Cunningham was the Garfield Ski Club advisor, a veteran skier, and the former chief guide at Mount Rainier. He made and sold skis in the basement of his house in Montlake on Lynn Street just up the hill from 24th Avenue. From the 1950s, through the 1970s, he operated

Cunningham's Ski Store at the corner of Lynn and 24th Ave in Montlake, where he outfitted legions of Seattle skiers. In his ad in the Times in 1938, Cunningham offered ridge top hickory skis, poles, and Almonte adjustable bindings for \$13.95. Maple ridge top skis, poles, and Almonte adjustable bindings were \$10.95. Complete children's outfits cost \$7.95. Flat top skis, bindings, and poles were \$8.95. Cunningham also had rental ski gear available, including skis, clothing, boots and more, and he offered "special discounts to parties of ten or more."

SKIS FOR LESS!		Compare Prices
Buy Direct and Save the Difference		
Ridge Top Hickory Skis, Poles Almonte Adjustable Bindings	} \$	13.95
Maple Ridge Tops, Poles and Almonte Adjustable Bindings	} \$	10.95
Children's Skis, Complete Outfit		\$7.95
Flat-Top Skis, Bindings, Poles		\$8.95
We insure all first-grade skis against fire, theft and breakage		
SKI RENTALS applied on purchase. We rent complete outfits — SKIS, CLOTHING, BOOTS. Special Discount to Parties of Ten or More		
Open Hites 1111 Jan.	CUNNINGHAM'S	2314 E. Lynn EA. 4666
SKI LODGE		
OUT OF THE HIGH RENT AND IN THE EAST PABBING AREA		

Seattle Times, January 5, 1938, page 24



A "BEAUTEUS" ski fashion . . . romantic as the sport for which it's designed. Durable as the most exacting champ demands because its silvery satin jacket can be reversed to practical navy blue gabardine. Fully lined, high waisted—navy blue gabardine trousers meticulously tailored. . . . **\$29.95**

Other ski fashions: gabardine parkas \$6.95 and up, wool and gabardine ski trousers \$6.95 and up, mittens \$1.49, gaiters \$2.25, wool jackets \$6.95 and up, ski caps \$1.25 and up.

MacDougall-Southwick, Ski Cabin, Fourth Floor.

Mac DOUGALL'S
SECOND AND PIKE ELIOT 7700



For Those Who Ski

SKIS
Highest quality domestic and imported skis as well as competitive brands. Children's skis from 2.25.

HARNESSES
Both American and imported. From 2.50 to 7.95. Ski poles from 1.95.

CLOTHING
Ski pants and weather-proof parkas; wool ski shirts, imported mufflers, socks, mitts and Norwegian ski caps in red and blue.

ERNST
Hardware Co.
EL. 7260 6th and Pike



Starting downhill she's a right tricky skier in all-wool strideline! The jacket is 12.95 . . . the trousers, 18.95 . . . the matching cap, 3.00 . . . ski ties, 1.95.
Ski Cabin, Third Floor.

The gal soaking her feet would be miserable if she didn't look so smart! Her new Babushka cap is only 1.25 . . . the all-wool gabardine knicker, 9.95 . . . the wool slip, 5.95.
Ski Cabin, Third Floor.

She reverently pulls on her raggy socks (1.25) and now and then casts a fond glance at those heavy matching mitts (1.15). Her million cloth pairs are 6.95 . . . the plaid Fennish shirt, 2.00 . . . outdoor vest, 1.25.
Ski Cabin, Third Floor.

WE WENT TO "THE BOWL" FOR ART'S SAKE AND YOU

Headach on and ready to get! Her long all-wool gabardine trousers are only 9.95 . . . the parka is 7.95. Her cap and mittens her rucksack cost 2.25.
Ski Cabin, Third Floor.

We didn't want to risk any. "Well, what do you know about skiing anyway?" . . . so we betook ourselves off the other day to get the low-down . . . and fall down! After untangling those slithery slabs, digging the snow out of our ears, and putting our arms back where they belong, we managed to stand up and take a look. Now we have seen . . . and can well advise you to wear clothes such as these that are good-looking . . . warm . . . comfortable . . . and not one whit bulky or expensive. To get good skis and bindings, good poles . . . then have a rollicking, rolling good time at The Bowl!



FOR CONTROLLED SKIERS

First-grade ridge-top hickory skis, adjustable binding with metal back strap and step plate. Genuine Tunkin lumber poles. Includes binding mounted on skis. **13.95**

FOR SCHUSS BOOMERS

High-grade second-growth upland hickory skis, sturdy shatter-proof Tunkin poles, adjustable binding with metal back strap and high toe plate, including mounting. **9.95**

Sporting Goods, Street Floor.



The gentleman tangled around "terra firma" wears post-wool gabardine pants, 6.50 (men's or women's sizes) . . . water-repellent Fennish duck parka with slipper and detachable hood, 5.95 . . . Wilson ski boots with full leather soles, 5.00.
Sporting Goods, Street Floor.

THE BON MARCHE

Seattle Times, January 5, 1938, page 22

Seattle Times, January 5, 1938, page 22

The Ski trains operated by Milwaukee Railroad from Seattle's Union Station on weekends were an immediate success in the winter of 1938, and the Milwaukee Ski Bowl quickly became the primary destination of Northwest skiers. The railroad cashed in on the region's intense interest in outdoor sports, and the lack of adequate highway access to ski areas, to promote winter day trips to the Cascades. Its catch phrase, "Let the Engineer do the Driving," highlighted the ski package's ease and convenience.

High school ski clubs were formed to take advantage of the easy access to the ski area. Up until World War II, the Seattle Times offered free ski lessons to promote the sport, and thousands of Seattle high school students took advantage of them to learn skiing.

The Milwaukee Ski Bowl opened the weekend of January 8 and 9, 1938, attended by a crowd of 1,200 skiers. Ceremonies included music by the Franklin High School band, half a dozen addresses, and the crowning of a queen, Marjorie Ellenberg of Broadway High School. The ski lift worked but experienced some problems - the skiers' enthusiasm derailed the cable twice as the boys and girls swung back and forth on the "hangers." 1,584 rides on the lift were taken despite the delays. The lift's capacity for the opening weekend was 300 skiers per hour, but it was expected to double by the following weekend. The skiers' enthusiasm was dimmed a bit by the hard rain they experienced over the weekend, that reduced the snow from 50 inches to 36 at the Bowl. The Seattle Times showed a picture of Marjorie Ellenberg of Broadway High School, who was crowned queen of the dedication ceremonies, walking through an arch of raised skis at the Ski Bowl, "then everyone went skiing."¹⁹⁸

The recreation car, which was equipped for entertaining passengers with music, was a popular part of the trip to the Ski Bowl. "Let it be said here that doing the 'Big Apple' is an excellent way of limbering up for skiing." However, installing the machine to play the music was a challenge. The train crew had to knock out windows to get the large phonograph in the car, pad its legs to keep it from jiggling, and rewire it since it operated on a different current than did the car.

Heretofore skiers were cramped into automobile while traveling to their favorite terrains, with little more to do than wait until their arrival at their destinations, but now all sorts of diversion can be had during the trip. Dancing is the chief amusement of the passengers in the recreation

¹⁹⁸ *Skiers are Alarmed; Rain Melts Snow, Bowl Crowd is Hardest Hit, as Sky Opens Up, Dedication Big One, Queen Crowned, Bowl Christened*, Seattle Times, January 10, 1938 (page 14). Pictures of the opening events were published in the Seattle Sunday Times on January 23, 1938, (page 57), *A Band and Pretty Girls Dedicate*.

cars. The "Big Apple," "Suzy Q," Truck'em," and just the ordinary dancing can be enjoyed. It is a place where fellow skiers can become acquainted and overcome the factors which have prevented comradeship among skiers heretofore.¹⁹⁹



A NEW NORTHWEST WINTER PLAYGROUND IS DEDICATED TO SPORT
The crowd gathers in front of the new Snoqualmie Ski Lodge for the exercises formally dedicating Snoqualmie Ski Bowl near Hyak Station at the east entrance to the Milwaukee Railroad's Cascade tunnel. On the steps, the Franklin High School Band, that furnished music.

Seattle Times, January 23, 1938, page 57

¹⁹⁹ *Ah! Big Apple Too. Recreation Car is Popular, Woes of Yorik, th' Trainman, Phonograph too Large, too Bouncy, too Stingy*, Seattle Times, January 5, 1938 (pages 20, 26).

The all boys Franklin High School band that played at the opening ceremonies at the Ski Bowl, directed by Victor McClelland, received national publicity for its part on the inaugural trip of the first regularly scheduled ski train in the country. The event was covered by Universal newsreel, whose film was shown at Seattle's Music Box Theater and across the country. The 65 member band performed on skis at the Bowl, which resulted in spills and dents, "and in one instance the base drum arriving at the bottom of the hill before the band. McClelland was a second year teacher at Franklin, and continued teaching for 20 years where he became the envy of other schools in the Seattle area.²⁰⁰

Since the Ski Bowl was located on an electrified railroad, plenty of power was available for the ski area, and lights for night skiing were installed. "The area is well lighted and later trains will permit skiing well into the evening." Starting on Friday, January 14, and running through the ski season, Wilson Modern Business College ski trains left Seattle for night skiing at the Bowl. Tickets for the 250 seats were limited to students and graduates of the college, their friends, high school students, or by special invitation. "There will be two big recreation coaches for dancing. Geo Smith's famous orchestra will provide music, but to have even more fun, bring your own instruments too." Trains left Tacoma at 4:45, Seattle at 6:00, and arrived at the Bowl at 8:00 pm, returning at 10:00. It was determined, after "profound research," that this was the first night ski train in America. "They've been running overnight ski trains in the East...but they haven't run any...where you'd leave the city late in the afternoon, be on the snow in a couple of hours, get in your skiing and be home and in bed not long after midnight." The Wilson Business College's first night ski train "went down in history today as a skiing success," as the train carried 300 skiers to an "Evening's Sport at Bowl." In their three hours

²⁰⁰ *Music on Skis = Spills and Dents*, Milwaukee Ski Bowl,
<http://milwaukeeeroadarchives.com/Milwaukee%20Ski%20Bowl/MilwaukeeSkiBowl.htm>

at the Bowl, the participants got all the skiing they wanted and arrived back in Seattle at 1:00 am. The night's record was 12 runs for a total of 3,600 feet of skiing, and the average was six or seven runs. The Times article showed a picture of skiers loading onto the train at 6:05 pm, beside another picture of Ken Syverson giving lessons at the Bowl at 8:15 pm, saying "no time at all, and the class is in the snow."²⁰¹

SKI TRAIN
TO SNOQUALMIE BOWL

WILSON'S MODERN BUSINESS COLLEGE SKI TRAIN
ON THE MILWAUKEE

NIGHT SKIING * DANCING
A Mammoth Lodge

* TRAIN SCHEDULE	
	Leaving 12:10 A. M.
Tacoma	8:45 P. M.
Seattle	9:00 P. M.
Renton	9:20 P. M.
Maple Valley	9:35 P. M.
Skii Bowl	10:00 P. M.
	Returning
	12:00
	11:40 P. M.
	11:25 P. M.
	10:00 P. M.

* Subject to change without notice

* Make every day count for happiness and health by attending the only ski excursion offered by Wilson's Modern Business College in Seattle or Tacoma.

- * America's First Night Snow Train will operate Friday evening, January 14. There will be two big recreation coaches for dancing. Cee Smith's famous orchestra will provide music; but to have even more fun bring your own instruments, too.
- * These exclusive Wilson's College Night Snow Trains will operate every Friday evening throughout the ski season. Ticket sales are limited to students and graduates of Wilson's Modern Business College and their friends; to high school students, and on invitation. There are only 250 tickets in all, so get your bid in early—only \$1.70 round trip from Seattle, \$2.00 from Tacoma. Each passenger on America's first night snow train excursion will be presented with a certificate of attendance.

To get the best in skiing or in business education, you should attend Wilson's Modern Business College in Seattle or Tacoma.

Seattle Times, January 10, 1938.

²⁰¹ *Checkup Shows Night Ski Train First in Nation*, Seattle Times, January 5, 1938 (page 25); *Ski Train History Made ...Right Here*, Seattle Times, January 15, 1938 (page 9).



Band playing on Milwaukee Ski train. Photo from Historylink.org.

On January 23, 1938, the Seattle Times said the weekend Milwaukee ski-trains would be jammed since 400 Roosevelt High School students and their friends were going there for a tournament.²⁰²

The Milwaukee Road published *the Milwaukee Magazine* monthly magazine discussing railroad news. The magazine often carried stories about the Ski Bowl.²⁰³

The December 1937 edition of the magazine showed a small boy on skis on its cover, and

²⁰² *Yakima Puts on Big Meet Next Sunday, Ski Train Fills*, Seattle Times, January 23, 1938 (page 16).

²⁰³ Copies of The Milwaukee Magazine can be found at <http://milwaukeeeroadarchives.com/MilwaukeeRoadMagazine/MilwaukeeRoadMagazine.htm>

contained an article, *The Snoqualmie Ski Bowl*.

With the first snow fall in the towering Cascades this season, a new winter playground is ready for the4 fans fo the flying feet, skiing and other outdoor sport....The Milwaukee Railroad built it, “for young and old,” its sponsors say...

Already a hospitable ski lodge welcomes the winter weather, and the happy throngs. Numerous thrilling ski courses have been carved down the jagged mountain side to meed with requirements of the novice and the graduate. Now this, Milwaukee officials declare, it to be a different ski playground. It is to be for the college and high school crowd; for young business men and girls. It is planned on a scale to meet the student budgets, to put this breathtaking sport within the reach of all those to whom snowfields are a challenge and skiis are Mercury’s sandals.

It is built for fun and not for luxury - a big comfortable tow-story lodge with a huge fireplace and room for recreation wit a huge fireplace and room for recreation, and a place for food at popular prices. And who cares if skiis are stacked in every corner?²⁰⁴

The January 1938 Milwaukee Magazine had a picture of three skiers on its front but no article.

The opening of the Ski Bowl was announced in the February 1938 Magazine, with a picture of skiers around the lodge and an article, *They’re Riding the Snow Trains to Snoqualmie Ski Bowl*. The article discussed the fun skiers had riding the train to the ski area, dancing, meeting skiers of the opposite sex, and relaxing to and from the Ski Bowl. The train left Seattle and picked up skiers at Renton, Maple Valley, and Cedar Falls. Food was available on the train to provide energy for the passengers. “There is no bucking of snow on icy roads in an overloaded automobile, with the chance of spending the night in the ditch, or an even more serious accident. Riding the snow train, the engineer does the driving. You can relax and enjoy yourself in comfort.”

When the skiers get off the train at the Ski Bowl, they walked under a covered passageway to the lodge to keep them out of the snow. The lodge was designed and built specifically for skiers, but in spite of its generous size, the crowds make it look too small. The lodge’s lower floor has a waxing

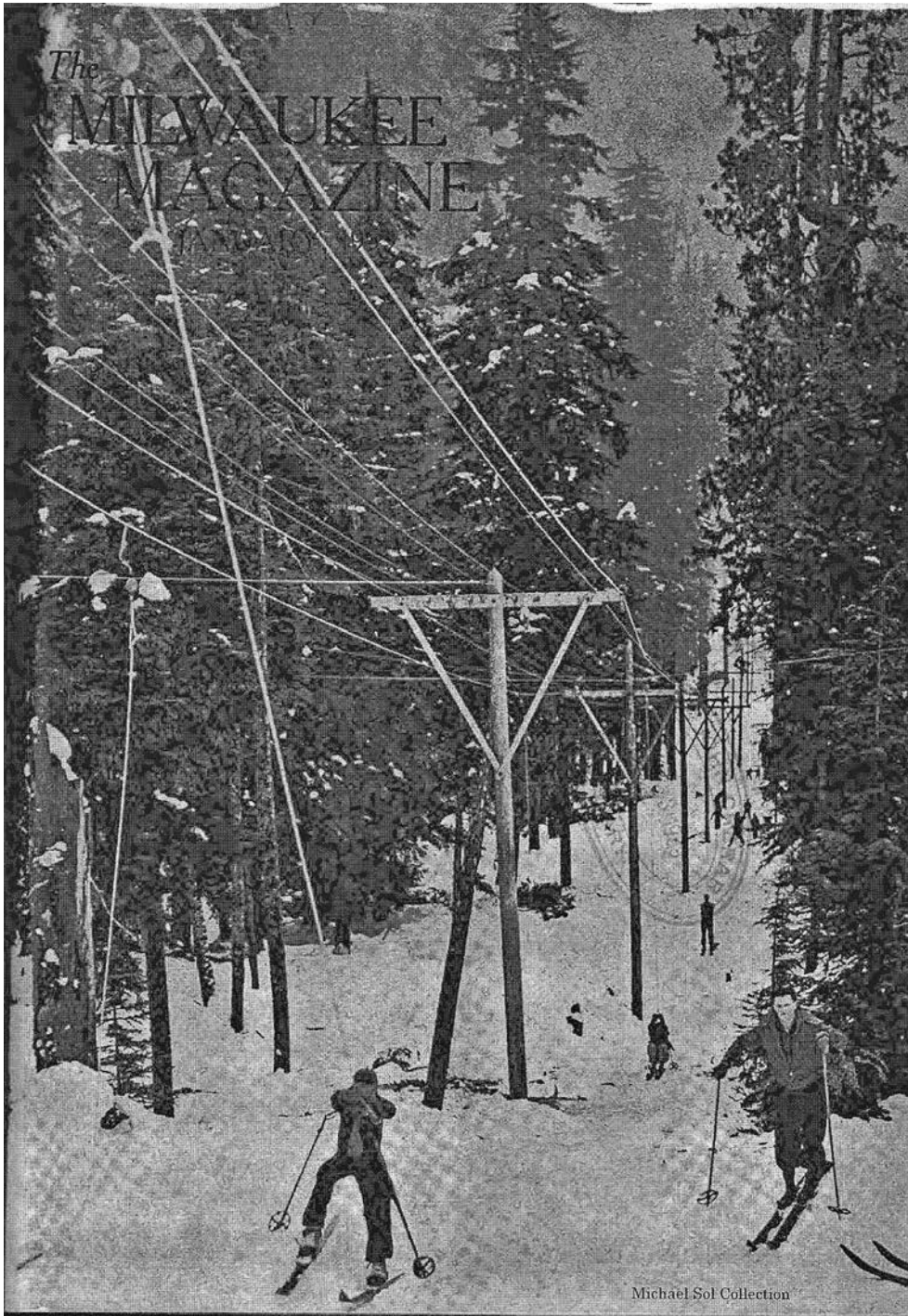
²⁰⁴ *The Snoqualmie Ski Bowl*, The Milwaukee Magazine, December 1937 (page 4).

room, check rooms, toilets, and a concession that sells and rents ski gear. The upper floor is the hub of the lodge. There is a large fire place on the east wall, a Wurlitzer giving out music for those who want to dance, and a circular lunch counter.

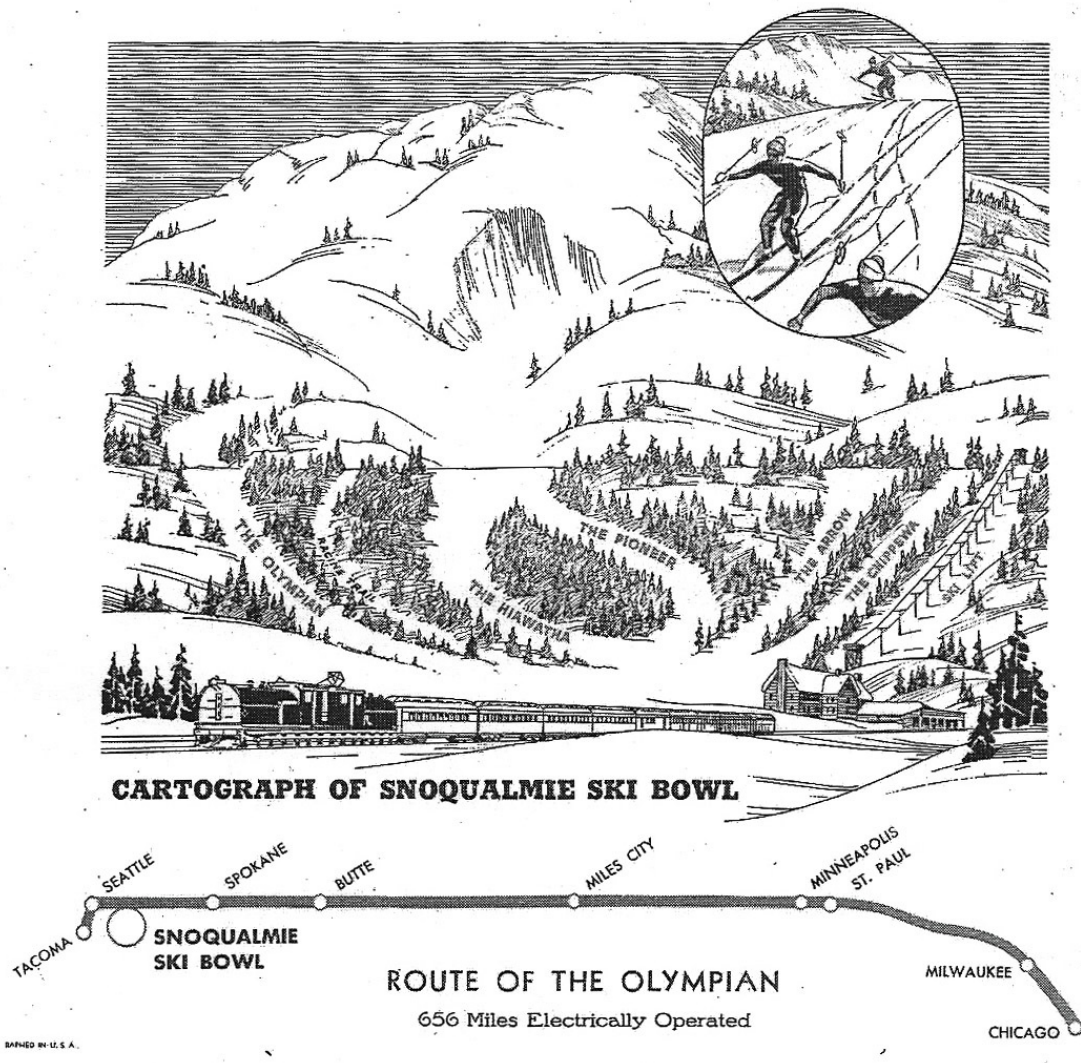
A stairway led from the top floor down to the snow where five ski courses wait for the eager skiers, which were named after “our crack Milwaukee trains, Hiawatha, Chippewa, Arrow, Pioneer, and Olympian, and vary from 1,200 to 1,800 feet and differ in steepness. “The needs of the ‘Stitzmarkers’ as well as the ‘Kanonen’ have been special attention.” If a skier wants a steep grade to get up speed to 80 miles per hour, it’s here.

The Ski lift at Snoqualmie Bowl has already been acclaimed the best in the Northwest....[A]ll you have to do is present your ticket to the operator, grab onto a handle, get your skis in the tracks, and in just a minute you will start moving. You’ll move by electricity, just like you did on the train, but this time you’ll move only about four miles an hour.

Credit for the parentage of the Ski Bowl goes to Sam Racine, President of Wilson’s Business Colleges in Seattle and Tacoma, who decided that Hyak would be an ideal winter playground for his students. He convinced Norm Meyer, Supt. of Transportation for the Milwaukee Road, and the ski area was built. It was planned to accommodate 300 skiers, but it has been handling over a thousand a day since it opened. The ski courses are floodlighted with electric lights, making night skiing possible, and “skiing under the moon, down a tree-covered mountainside, is a thrill you will not soon get over.”



Overhead cable lift at Milwaukee Bowl, Milwaukee Magazine, January 1939.



Milwaukee Road advertisement for Ski Bowl, 1938.

Ben Paris operated the lunch facilities, and had the concession for operating the Ski Lift at the Bowl. The Seattle PTA endorsed the Ski Bowl and its ski trains. Ken Syverson conducted classes at the Bowl at very reasonable rates. Seattle Times ski editor Ken Binns said there were 95,000 ski

enthusiasts in the Seattle area, and that number is increasing daily because of the Ski Bowl.²⁰⁵

Railway Age, a railroad trade publication, published an article on March 26, 1938, *Snoqualmie Ski Bowl A Traffic Builder*. The Ski Bowl had been build by the Milwaukee Road as means to develop passenger traffic from the 95,000 ski enthusiasts in Seattle and Tacoma. It worked. Since its opening on January 9, 1938, the Snoqualmie Ski Bowl had attracted 1,000 skiers a day rather than the 300 that were expected. One of its sponsors was a business college that provided recreational activities for its students. The Seattle PTA endorsed the Ski Bowl since students could safely ride the train instead of facing the dangers of snow-covered mountain roads.

The “skiers paradise” consists of courses for the novice and expert, a ski trail and tow, and a lodge, all of which are “electrically lighted for night use.” There are five “slides” from 1,200 to 1,600 feet, named for Milwaukee Road trains, the Olympian, Hiawatha, Pioneer, Arrow and the Chippewa, which end in a large bowl at the base of the hill. The Racine ski trail leads from the lodge to a ski lift, “an electrically-driven cable to which are attached handles which the skier can grab and be hauled up the hill at the rate of 4 m.p.h. It is operated as a concession by a resident of Seattle at the rate of three rides for 25 cents, or \$1 for a day’s usage.

A covered platform leads from the train to the lower floor of the two story lodge that was built by the Milwaukee Road’s bridge and building department, and is designed for skiers. The lower level has a waxing and drying room, check rooms, toilets, and a store concession “where skees [sic] or shoes or other equipment may be purchased or rented.” The upper floor has a large fireplace on the east wall, a gramophone on the west wall to provide music to outside amplifiers directed toward ski activities.

²⁰⁵ *They’re Riding the Snow Trains to Snoqualmie Ski Bowl*, The Milwaukee Magazine, February 1938 (pages 3 - 13).

A long circular lunch counter operated as a concession serves coffee and sandwiches. A door from the second floor leads to the ski courses.

Two trains left downtown Seattle every Saturday and Sunday, the Early Bird left Tacoma at 5:45 a.m. and Seattle at 7:00 a.m., arriving at the Bowl at 9:15. The Morning Ease leaves Tacoma at 8 a.m. and Seattle at 9:15 a.m., and arrives at the Ski Bowl at 11:30. Both trains leave the bowl at 6:00 p.m., and arrive in Seattle at 8:15 p.m. and Tacoma at 9:15 a.m. Round trip fares are \$1.70 from Seattle and \$2 from Tacoma. Trains have baggage cars with racks to check “skees,” and a baggage car has room for dancing. “An interesting side light on this venture is the discovery that at least 35 percent of the patrons of the ski trains have never been on a train and these excursions provide their first introduction to railroads.”²⁰⁶

E. OTHER WINTER SPORTS ACTIVITIES IN THE WINTER OF 1938

In spite of the excitement created by the opening of the Ski Bowl in January of 1938, the many other local skiing events continued to get extensive coverage.

The University of Washington ski team, “already in the big time,” was destined for more. After competing against Dartmouth at Sun Valley, Idaho over Christmas vacation of 1937, Washington was planning a meet against Harvard and Yale during spring vacation to highlight the school’s annual spring carnival. The UW Ski Club was planning on crowning a snow queen at the second annual two day Ski Carnival at Mount Rainier at the end of the ski season, at a “gala-weekend” that would feature a ski dance on Friday night in Seattle and a championship tournament on Saturday at Paradise. Downhill, slalom, obstacle and masquerade races would be held. Twenty-five organizations entered the previous year, featuring 76 skiers. The YWCA team won the women’s Pan-Hellenic gold trophy the prior year,

²⁰⁶ *Snoqualmie Ski Bowl A Traffic Builder*, Railway Age, March 26, 1938, page 572.

and individual winners got parkas, skis, binding, and poles. February 13, 1938, was set for the annual high school ski tournament at Snoqualmie summit, according to Hans-Otto Giese its long-time sponsor. The tournament included all the events of a senior tournament except for the downhill - jumping had been added the prior year. Dual matches would be added this year. Representatives from ten high schools (nine public and Lakeside) would participate, and Seattle Prep and Odea might join them. Dr. Strizek, the new manager of the Washington Ski Club, was planning the year's competition for the first, second and third WAC teams, as "we need competition for those not quite ready for big time competition." He was planning to hold dual meets with other local clubs.²⁰⁷

In January 1938, Sports Illustrated honored Don Fraser as the West's finest amateur skier. He was the Pan-American slalom champion, and the only west coast skier on the six man American team that met a Chilean team in the Andes the prior summer. The manager of squad said Fraser was "the most graceful member of the squad." He also wears voriage pants (those long, graceful ones) and looks good in them. The article described his ski accomplishments from the time he won the first Silver Skis race from Camp Muir to Edith Creek Basin at Mount Rainier. It told of his development at the 1936 Olympic Games at Garmisch "where he nearly made the langlauf, or cross-country team, but was prevent by injury; of his competitive brilliance at Sestriere and Marmaalotta; and his more recent, home-hill victory." Fraser headed the Washington Ski Club Team and will undoubtedly be selected to compete in the F.I.S. International Open at Sun Valley in March.²⁰⁸

Leavenworth Tournament of 1938

²⁰⁷ Seattle Times, October 17 & November 11, 1937; *Dartmouth Ski Team Selected for U.W. Meet*, December 8, 1927 (page 22).

²⁰⁸ *Fraser Handed Ski Salute by N.Y. Magazine*, Seattle Times, January 5, 1937 (page 22).

The jumping competition at Leavenworth on February 6, 1938, was one of the season's big events. The big meet was expected to "pull thousands from Seattle to Leavenworth," whose ski jump located at the edge of the city was "greatest in the Pacific Northwest." Olav Ulland and others were working hard to make the tournament a success, hoping that one of the competitors would beat the American record of 245 feet set at Salt Lake the prior year. A Great Northern special train would be filled to overflowing, and extra trains were expected to be put into service. Another tournament, sponsored by the Yakima Winter Sports Club, would be held at its American River center on January 30, featuring jumping, downhill and slalom racing. Tacoma Day, scheduled at Paradise Valley the same weekend as the Yakima event, were changed to be held a week later, since most of the skiers competing at Yakima will want to enter that event, "now an institution at Mount Rainier." A jumping tournament was being held by the Wandermere Ski Club in Spokane. Junior ski jumpers would be competing at the new hill behind the Seattle Ski Club cabin at the Summit, competing in jumping and cross-country. Sahahlie Ski Club, the Enumclaw Ski Club and the Ellensburg Ski Club were having a slalom competition at Cayuse Pass.²⁰⁹

Over 5,000 spectators watched the jumping competition at Leavenworth, where Olav Ulland's brother Sigurd won the event, beating Burger Ruud, the world's champion, as well as his "famed" brother. "His unique beauty of form, and two jumps of 216 and 200 feet, put him there." Three special Great Northern trains took 1,500 spectators from Seattle and Everett to the tournament, slightly less

²⁰⁹ *Ski Tournament Season at Hand, Yakima Puts on Big Meet Next Sunday*, Seattle Times, January 23, 1938 (page 16).

The
BIG Event of the Year!
 Official Pacific Northwest

**SKI JUMPING
 CHAMPIONSHIPS
 LEAVENWORTH**

Sun., Feb. 4

Get your tickets now for
**Great Northern
 SPECIAL TRAINS**
 Only **\$2.50** Round Trip

Leave SEATTLE 7:30 a.m.
 Ar. LE'VENW'RTH 12:15 p.m.
 RETURNING
 Lv. LEAVENWORTH 5:00 p.m.
 Arrive SEATTLE 9:40 p.m.

Diner to serve meals
 Trains leave from
KING STREET STATION

Get tickets at
CITY TICKET OFFICE
 4th & Union—SE. 0400
 or at Station—SE. 1900



than the prior year. The Seattle Ski Club was holding the next jumping tournament. Don Amick of the Washington Ski Club won the slalom at Yakima the prior week, and he and Don Fraser, former Olympic team member, tied for first at the Paradise, Mount Rainier competition, which was watched by 2,600 spectators. The U. W. ski team won the Pacific Coast Intercollegiate Skiing Championships at Yosemite, California for the third consecutive time. The University of Nevada was second, Stanford third, and California fourth.²¹⁰

Record crowds showed up at all local ski areas over Washington's Birthday weekend in 1938, surprising local resorts. There were 2,287 skiers at Paradise on Mount Rainier; 546 on the one ski train to Snoqualmie Ski Bowl; 1,300 at Cayuse Pass; and 1,200 at Mount Baker. Ski competitions were held at Mount Rainier, Mount Baker, and the Ski Bowl (which held another "no-fall" competition). Over 250 members of the American of the American Institute of Bankers crammed on a special train to the Ski Bowl. Don Amick of the Washington Ski Club, and Don Fraser, former Olympic team member, tied in slalom races held at Alta Vista, Mt. Rainier in the Park Company races. Betty Meacham of the University of Washington won the women's event. The Husky men skiers took top honors in the

²¹⁰ *Ulland Wins Leavenworth Tournament, Amick, Fraser in Slalom Tie, & Husky Skiers Win*, Seattle Times, February 7, 1938 (page 15).

Pacific Coast's intercollegiate skiing championships at Yosemite, California.²¹¹

Seattle Ski Club's Jumping Championships 1938

The Jumping Championships hosted by the Seattle Ski Club were held in early March 1938, at the "Big Hill" as Snoqualmie Summit, with "truly an amazing field of jumpers," including seven of the 16 jumpers in the contest from Kongsberg, Norway (Birger and Sigmund Ruud, Olav and Sigmund Olav and Rolf Syverrtsen, Tom Montbraaten, and Hjalmar Hvam, some of who were raised within a block of each other).

Seattle had been host to many great skiers, but the most distinguished of them all, Birger Ruud, champion of the world, would compete at the Summit. Ruud won two successive Olympic Games Championships, then the F.I.S. world title. "He is a powerful jumper. His downhill ski ability is astounding." He would compete against Sigmund Ulland from Lake Tahoe, California, who won the National Championship the prior week, and his brother Olaf Ulland, who the prior year had jumped 339 feet, the longest jump ever. Nordal Kaldahl of Wells, B.C., a former Northwest Champion, came out of retirement to compete. Hjalmar Hvam of the Cascade Ski Club, former National combined champion and former Northwest downhill and slalom champion, would compete. Niles Eie, intercollegiate champion of Norway entered, and Sigmund Ruud, Birger's brother, was a late addition to the field. Birger and Sigmund Ruud jumped in an exhibition at Memorial Coliseum in Los Angeles in front of 100,000 spectators prior to the tournament. A huge crowd was expected. The Milwaukee Road ran special trains to Hyak where buses would convoy passengers back to the foot of the Big Hill where a crowd of 10,000 could be handled. The Big Hill's record of 210 was set the prior year by Alf

²¹¹ *Skiers Startle Resorts, Unexpected Outpouring Packs Areas; Amick, Fraser in Slalom Tie; & Husky Skiers Win*, Seattle Times, February 23, 1938 (page 16); *Birger Ruud in Ski Jump Today*, Seattle Times, March 6, 1938 (page 21).

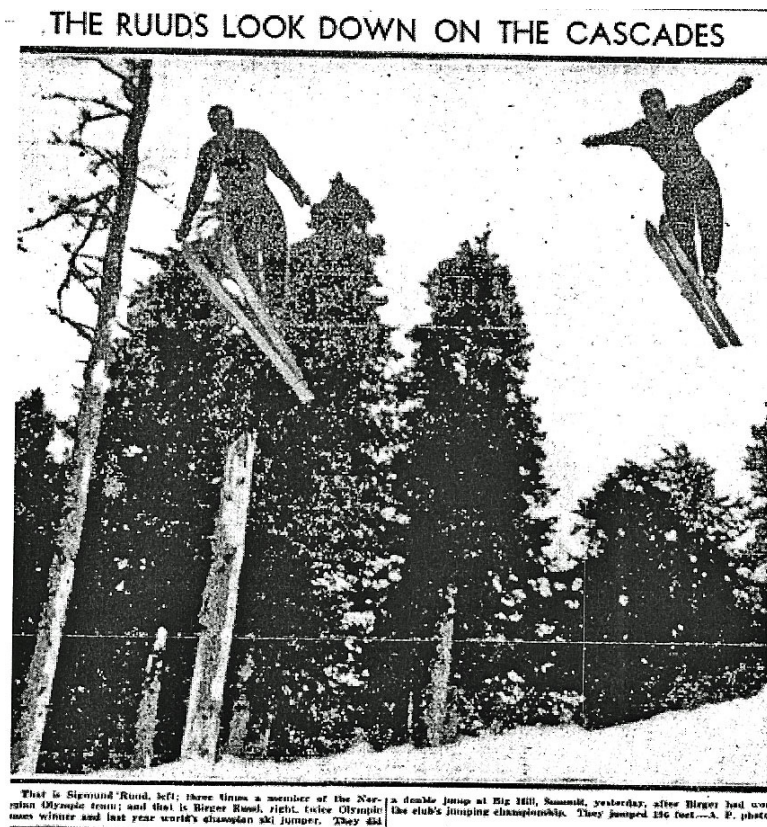
Engen.²¹²

Birger Ruud won the jumping championship, living up to “all notices,” beating fellow Norwegian Olav Ulland and his brother Sigmund Ruud, becoming the “Summit Ski King” in front of 4,000 spectators. Ruud won point scores of 19 and 19.5, out of a possible 20 points, on a day where the where the conditions were “more treacherous than any of the judges...had seen in years.” “Big Hill was cold, yesterday, so cold to the point where skis failed to break the crust on either the in-run down to the take-off, or the out-run, down to the flat. For both Birger and Sigmund, “their legs seemed like stream-lined steel shafts as each cleared the takeoff with tremendous oomph.” At the end of his jump, Birger “didn’t come to a casual christyng stop. No. He somersaulted.” The Seattle Times said Birger Ruud “is to skiing what Sonja Henie is to ice skating.” Seattle’s Olav Ulland won second place, beating Sigmund Ruud who took third, barely beating Einar Fredbo, “Seattle Ski Club’s great stylist.”

The Ruuds “topped the greatest day in Seattle Ski Club history with a perfect double jump, both off the takeoff together, and landing in unison, 196 feet down the hill.” The brothers then “simultaneously somersaulted to a stop.” The paper carried a picture of Birger and Sigmund doing their

²¹² *Birger Ruud to Show Next Week*, Seattle Times, February 27, 1938 (page 16). Sigmund (1907 - 1994) and Birger Ruud (1911 - 1998), were born in Kongsberg, Norway, and became the leading ski jumpers in Norway in the 1920s and 1930s, and dominated ski jumping competition up until WW II. Sigmund earned a silver medal at the 1928 Winter Olympics at St. Moritz, Switzerland in ski jumping, won the jumping competition at the 1929 F.I.S. World Ski Championships, and a bronze medal at the 1930 event. He competed at the 1932 Winter Olympics and finished seventh in ski jumping. Birger was the only athlete to win jumping and downhill events in the Winter Olympics. Birger won an Olympic gold medal in the jumping competition at the 1932 Lake Placid winter games, leading a medal sweep for Norway in the ski jump. At the 1936 Berlin winter Olympics, Birger won a gold medal in the ski jump and won the downhill portion of the Alpine combined race, narrowly missing an Alpine medal in the combined. In 1948, Birger was an assistant coach of the Norwegian jumping team. He decided to come out of retirement at age 36, to enter the jumping competition replacing Georg Thane, where he won a silver medal. Birger also won three gold medals and one silver medal in the world championships, including a bronze medal in the combined at the 1935 World Championships. He won the Holmenkollen jumping competition in 1934, and shared the medal in 1937. During WW II, he joined the resistance where used his skiing skills. Later in life he helped to create the Kongsberg Skiing Museum. *Birger Ruud*, Encyclopedia Britannica; *The Last Complete Ski Champion*, Morten Lund, Skiing Heritagae Journal, January 2011.

double jump, flying through the air side by side. The Ruuds and Niles Eie were leaving the next day for Sun Valley where they would compete in the F.I.S open where the pick of the nation's skiers entered. The PNSA would be represented at Sun Valley by Don Fraser and Don Amick of the Washington Ski Club, Hjalmar Hvam of the Cascade Ski Club of Portland, Lon Robinson of the University of Washington, John Woodward of the Penguin Ski Club, and Ken Syverson, Seattle ski instructor.²¹³



Sigmund & Birger Ruud doing a double jump, Snoqualmie Summit. Seattle Times, March 7, 1938 (page 15).

²¹³ *Birger Ruud in Ski Jump Today, Famed Star Tops Field at Summit*, Seattle Times, March 8, 1938 (page 21); *Birger Ruud is Summit Ski King, Leaping Star Lives Up to All Notices*, Seattle Times, March 7, 1938 (page 15).

Seattle Skier Matt Broze competed in the 1938 jumping tournament at Snoqualmie Summit, and took the following pictures of the jumping competition which were provided by his son, Matt Broze, a former free-style competitor.



Beaver Lake jump at Snoqualmie Summit, 1938. Courtesy of Matt Broz.



Olav Ulland & Niles Eie, Beaver Lake jump, 1938. Courtesy of Matt Broz.



Birger Ruud, 1938. Courtesy of Matt Broz.



Birger Ruud, 1938. Courtesy of Matt Broz.



Tom Mobraaton, 1938. Courtesy of Matt Broz.



Sigmund Ruud, 1938. Courtesy of Matt Broz.



Niles Eie, Beaver Lake, 1938. Courtesy of Matt Broz.

Sun Valley Open

The Sun Valley Open was one of the major national ski tournaments of 1938, held in March at the year old ski resort in Idaho, and Seattle's newspapers covered it closely. The tournament would determine who was the best downhill and slalom skier in the country. The Seattle Times said the winner would be the American downhill-slalom champion, since the F.I.S. Open "is the national championship though it won't be so recognized."²¹⁴

Competitors came from all over the world. W. A. Harriman, Chairman of the Board of Union Pacific, the developer of Sun Valley, asked each division of the National Ski Association to send its best man to the competition. The field in 1938, was even stronger than the prior year, when Dick Durrance "confirmed innumerable beliefs in his greatness" to win the downhill, slalom and the combined titles. Birger Ruud of Norway, the 1936 Olympic games downhill champion, and one of the first five in modern downhill running in the world, was the favorite. The Pacific Northwestern Ski Association was allotted five slots, and was sending Don Fraser, Northwest combined champion; Don Amick, Northwest slalom champion; and representatives from the University of Washington, the Penguin Ski Club and the Cascade Ski Club. Ken Syverson was also racing as an F.I.S. amateur. Other entrants included Sigmund Ruud, Norway; Nils Ele, Norway (the world's intercollegiate jumping champion); Dick Durrance (1937 National combined champion); Walter Prager (Dartmouth ski coach); the Australian champion; and skiers from Austria, Yosemite, Great Britain, and elsewhere. Women's entrants included Grace Carter Lindley (the UW skier who was on the 1936 US Olympic squad); Gretchen Kunigk and Virginia Bowden from the Washington Ski Club; and others. Gretchen Kunigk later married Don Fraser and won

²¹⁴ *Birger Ruud is Summit Ski King, Leaping Star Lives Up to All Notices*, Seattle Times, March 7, 1938 (page 15).

a gold medal in the 1948 Olympic games.²¹⁵

There were 54 skiers from all over the world racing on Sun Valley's Ruud Mountain, competing for what amounted to the open downhill racing championship of the United States. Hannes Schroll from Yosemite drew No. 1 in the downhill, Don Amick of the Washington Ski Club No. 7, Don Fraser of the Washington Ski Club No. 6, and defending champion Dick Durrance of Dartmouth No. 8. Sigmund Ruud had pneumonia and his brother Birger was hurt after running into a tree on a training run on Ruud Mountain.²¹⁶

Ulrich Beutter from Germany won the Sun Valley Open, beating the American favorite Dick Durrance from Dartmouth, who was second. Beutter didn't fall on the course in spite of not being able to see more than 60 feet "for three and one-half miles of violent downhill travel in a heavy snowstorm." His time on the Durrance Mountain course was four minutes and 15 seconds, skiing with "so high a degree of ability that the books for at least the next year will describe the Sun Valley open as the greatest tournament of all." Don Fraser, skiing for the Washington Ski Club, took ninth, and Don Amic of the Washington Ski Club took eleventh. Beutter was headed for Washington to ski in the Silver Skis competition on Mount Rainier on March 27. Washington women did well, with Grace Lindley, former member of the Washington Ski Club winning, Virginia Bowden of the University of Washington second, and Gretchen Kunigk of the Washington Ski Club third.²¹⁷

Silver Skis Race 1938

There was great anticipation for the 1938 Silver Skis race in late March. Hans Schroll, the

²¹⁵ *Sun Valley Open Lures Ski Greats*, Seattle Times, March 8, 1938 (page 19).

²¹⁶ *54 Skiers Race at Sun Valley*, Seattle Times, March 12, 1938 (page 9).

²¹⁷ *Beutter Leads at Sun Valley*, Seattle Times, March 13, 1938 (page 17).

Austrian who won the race in 1935 setting a course record, would compete against Hjalmar Hvam who won the race in 1936, Olav Ulland and Ole Tverdal and others, although Ulland and Tverdal had not competed in downhill events the entire year, having focused on jumping.

However, the race was cancelled because of high winds, disappointing a crowd of 8,400, the largest since 9,000 spectators attended the 1935 National Downhill and Slalom championships and Olympic tryouts on Mt. Rainier. One racer said the flying snow was like a wall, it was flying so hard “that it broke my glasses. When I tried to start down one of those steep rolls just below Anvil Rock (9,500 feet), the wind hit my stomach so hard I actually had to pole.” A single slalom race was held instead, which was won by Hjalmar Hvam of the Cascade Ski Club of Portland.²¹⁸

After the race, Olav Ulland and Hjalmar Hvam entertained the crowd by doing a side by side flip on their skis.



Olav Ulland and Hjalmar Hvam, Mt. Rainier 1938. Photo from Tacoma Public Library.

²¹⁸ *Skiers Due for Practice Runs at Rainier Today, Schroll Here Tomorrow, He Races Sunday*, Seattle Times, March 23, 1938 (page 18); *Muir Race Hangs in Ai, Skiers Almost Blown off Mountain*, Seattle Times, March 28, 1938 (page 9).

A rescheduled Silver Skis Race was held in early May 1938. Hannes Schroll, “the brilliant Austrian ski-master who heads the instruction staff at Yosemite National park, and who in 1935 won the U.S. National championship,” was slated as the number 1 competitor in the race. The 1938 Silver Skis race began at Camp Muir, at the 10,000 foot level on Mt. Rainier, a starting point that had only been used twice before, reached by a strenuous hike 4,500 feet up the mountain with competitors using sealskins on the bottom of their skis. Going down, racers dropped at the rate of 1,424 feet in every mile they ski, one foot in five. The pitch gave racers maximum speed before they traveled 300 yards, and their maximum speed should be “something slightly better than sixty miles an hour.” The racers carefully inspected the race course before the event started, so

they know it by heart...They’ll recount, in their very clear mind’s eye, every pitch and rock garden; every shortcut to added speed; where to make their checks, and where to turn on heat. They’ll know what wax to use for speed, and speed will be their greatest asset in the Camp Muir classic. At least, they’ll hope they know what wax they want. They’ll take a lesson on high speed checking from their piano-legged friend, Schroll. “Point your downhill ski straight at the direction of the flags,” Hannes has already told them. “Check, when you have to, with your uphill ski - but don’t stem.”

According to the Seattle Times, “[t]he Muir race is 3.16 miles long, starts at 10,000 feet elevation, descends Muir glacier in a series of rolling whoops, and bores down the steep face of Panorama Point and down one last breath-taking schuss into Edith Creek Basin, where it comes to stop at 5,400 feet elevation. That’s 4,600 of lost elevation in about five minutes.” Hjalmar Hvam of Portland, another pre-race favorite, who broke his leg jumping a cornice at Mt. Rainier “would have been an even favorite with Schroll for the title,” but he dropped out of the race. 54 junior skiers would compete, along with nine women.²¹⁹

²¹⁹ *Ski Racers Memorizing Muir Run for Tomorrow, 47 Men Taking Long Climb to Start of Trail*, Seattle Times, March 26, 1938 (page 10); *33 Men Entered in Muir Ski Run; Hvam out with Broken Leg, so List is Reduced*,

Hannes Schroll had a phenomenal run down the Silver Skis course in 1938, and thought he had won the race, saying, "I would give ten bottles of champagne, GOOD champagne, to the man who comes down faster than me. Why, I am flying!" However, Schroll owed Don Fraser the ten bottles of champagne, as Fraser "was riding a Buck Rogers rocket ship" over the "powder snow, rutted ice. Fraser - 6 minutes, 12.3 seconds; Schroll 6 minutes, 15.4 seconds." Fraser had won the first Silver Skis race in 1934, but the field that year wasn't as talented as in 1938. Carl Neu was third in the 1938 race, Hans Grage was fourth, Olaf Ulland of Kongsberg, Norway, "a great jumper but new to downhill racing," was fifth. Sigurd Hall finished thirteenth.

The woman's race was won by Gretchen Kunigk, of the Washington Ski Club, beating Virginia Bowden of the Washington Ski Club in a race that was initially postponed because of wet and cold weather. It was rescheduled at a lower warmer level, but began to snow again as soon as the race started and "all four had a tough time finding their way to the finish gate."²²⁰

Last Tournaments of the Year

In May 1938, the last tournament of the year was held at Mt. Baker, a Four-Way tournament sponsored by the Washington Ski Club where skiers competed in downhill, slalom, cross-country and jumping events. Entry to the two day tournament was 25 cents per day. Hjalmar Hvam, Portland's lean Norwegian skier, "lived up to advance notices" as he easily won the tournament, finishing first in all four events.

On the first day, Hvam won the downhill by "a whisper...a scanty margin of two tenths of a second," as he "fell at high speed, straddled a tree, stood on the back of his neck, and wasted half a

Seattle Times, April 26, 1938 (page 18).

²²⁰ *Fraser Speeds to Victory in Rainier Event*, Seattle Times, May 2, 1938 (page 15).

minute.” Hvam “ran away with the five mile cross-country race,” winning by one minute. Gus Johnson of Vancouver, B.C. was second in both events. On the second day, Hvam won the “steep, difficult slalom on the escalator slope,” laid out by Ben Thompson, running it with “wide-open style.” Hvam also won the jumping event, having both the longest jump and the most perfect for style. Gus Johnson finished second in the Four-Way competition.

The surprise of the tournament was the “remarkable showing of Seattle youngsters” on the Class B jump. Wolf Bauer, Mountaineers, John Woodward, University of Washington, Scott Osborn and Tom Hill, Mountaineers, all surprised the crowd by their finishes against the best men of the Northwest and Western Canada. Bauer finished fifth, Woodward sixth, and Osborn and Hill finished seventh and eighth.²²¹

In the last tournament of the year, Gretchen Kunigk, “the blond star of the Washington Ski Club,” won the women’s downhill race at the Rose Festival Ski Tournament at Mount Hood, far outdistancing her competitors. Lewis Davis of Vancouver, B.C. won the men’s event.²²²

Northwest Ski Royalty Wed

In August 1939, the “ski royalty” of the Northwest announced their engagement: Gretchen Kunigk and Don Fraser, two “prominent and popular” local skiers, would marry in October. The new couple planned to live in Omaha, Nebraska where Don Fraser was the Midwest representative for the Sun Valley Ski Resort.

Blond, smiling and attractive, Miss Kunigk is a well-known skier, a brilliant downhill-slalom racer, holder of the Northwest slalom championship and combined downhill-slalom

²²¹ *Hvam Captures Two Events in Mt. Baker Meet*, Seattle Times, May 10, 1936 (page 14); *Hvam Wins 4 Ski Events, and Tourney, Portland Ace Runs Off With Mt. Baker Meet*, Seattle Times, May 11, 1936 (page 18).

²²² *Lewis Davis Wins Summer Ski Tournament*, Seattle Times, June 13, 1938 (page 14).

championship in 1937. Miss Kunigk doubled for the motion picture actress, Sonja Henie, in Northwest-made sequences for "Thin Ice." She was invited to be a member of the American Women's Federation Internationale de Ski championships in Norway next February but will not participate. Miss Kunigk hurt her knee last winter and did not recover until the American championships on Mount Hood, where she made a brilliant showing in slalom racing.

The wedding announcement party was attended by the Northwest's skiing community as well as friends and families. Don Fraser was an equally accomplished skier.

Mr. Donald F. Fraser was a member of the American Olympic team at Garmisch-Partenkirchen, Germany in 1936; has been repeatedly downhill-slalom champion of the Northwest; and was winner of the Pan-American slalom championship in July 1937, near Santiago, Chile. He was invited to be a member of the men's F.I.S. team, but will not compete.

Four hundred and fifty friends were invited to the wedding, including the "aristocracy of the winter sports world." Hans Otto Giese was the best man.²²³

Reflections on a Successful Ski Season

The Snoqualmie Ski Bowl closed for the year on March 16, 1938, after being open for 11 weekends and hosting 11,000 skiers transported by the railroad. More improvements would be made before next season. Local skiers were waiting for the coming weekend's downhill and slalom competition at Mount Hood, and the Silver Skis downhill on Mount Rainier later in the month where racers from Sun Valley, Australia, Yosemite and Austria would compete. The course setter for the Sun Valley Open (and a competitor in the Silver Skis race when it featured a simultaneous start of 74 skiers), was asked to compare the two courses. He said that Sun Valley

starts at 10,200 feet and finishes at 6,000 feet. The Silver Skis starts at 10,000 and finishes at 5,500 feet. The Muir course (Silver Skis) is pretty much an open schuss. Sun Valley mixes it

²²³ *Miss Kunigk to be Bride of Don Fraser*, Seattle Times, August 30, 1939 (page 15); *Miss Kunigk, Mr. Fraser, Skiers, Wed*, Seattle Times, October 15, 1939 (page 37).

up with trees and right and left foot traverses. But they're both championship courses.²²⁴

Over the last decade, skiing had become Seattle's favorite winter-time sport, featuring areas on two mountain ranges, with the manufacture and selling of ski equipment becoming a \$3 million industry.

Within a comfortable four hours distance a half-dozen of the outstanding ski terrains in the entire nation, Seattle has become the hub of intense activity through the winter months. Every weekend finds 20,000 or more skiers turning to the glistening snowfields of the Cascades, Olympics, to Mountain Rainier and Mount Baker...In the Cascades east of Seattle, ski-fans find opportunity at Snoqualmie Pass, Naches Pass, and a half-dozen other points. Newest of the areas is the Snoqualmie Ski Bowl, accessible by ski trains from Seattle and Tacoma.²²⁵

The Railroad Age Magazine of March 26, 1938 published an article, *Snoqualmie Ski Bowl a Traffic Builder*. A record 1,000 skiers attended the opening of the Ski Bowl on its opening day, January 9, 1938, instead of the 300 per day that was anticipated. The bowl was built by the Milwaukee Road to develop passenger traffic among the 95,000 ski enthusiasts in the Seattle area. The Ski Bowl was located on the Milwaukee Road's main line in the Cascade Mountains, 61 miles east of Seattle. It was endorsed by the Seattle Parent Teacher's Association because students "could ride safely on trains instead of subjecting themselves to the dangers of snow-covered mountain roads leading to their ski slides." The "skiers' paradise" had courses for the novice and the expert, a ski trail and tow, and a lodge, all of which were lighted for night use. The courses range from 1,200 to 1,600 feet in length, and terminate at a large bowl area at the base of the hill. The ski trail, called the Racine trail after one of the area's sponsor Sam Racine, provided an easy ascent to the starting point of the courses. An electrically-

²²⁴ *Ski Bowl Closed; & Sun Valley Ace, Pickler, Favored, Silver Skis to See Austrians in Front Rank*, Seattle Times of March 17, 1938 (page 13). The Silver Skis race on Mount Rainier started in 1934, and was one of the classic races in Northwest ski history. The concept was simple - the race began at Camp Muir, elevation 10,000 feet, and went down to Paradise, elevation 5,400 feet. There was a mass start, where all the competitors started at the same time, and the first one to the finish line wins. The race was run from 1934 to 1942, and then from 1946 to 1948, the last time the event was held. Galvin, Dave, Sahalie Historical Note #11: *The "Silver Skis" Races on Mt. Rainier*.

²²⁵ *Skiing Leads as Seattle's Favorite Winter-Time Sport*, Seattle Times, July 24, 1938 (page 24).

driven cable ski lift with attached handles which the skier grab to be hauled up the hill at 4 m.p.h., was operated as a concession by a Seattle resident. The charge was three rides for 25 cents, or \$1 a day. The two story lodge, built by the bridge and building department of the railroad, was “designed for skiers.” The lower floor had a waxing and drying room, check rooms, toilets, and “a store concession where skees [sic] or shoes or other equipment can be purchased rented.” There were benches along the walls. A double stairway led to the second floor

In the summer of 1938, the Milwaukee Road announced plans to improve its Ski Bowl to include construction of a substantial wing to the present lodge; clearing the present area of the Bowl; leveling depressions and hummocks so skiing would be good even with a foot or snow; and clearing the long area from the Rocky Butte summit to the Bowl to give skiers nearly a mile of downhill skiing. A two-story addition to the lodge would be built, with the present lounge converted into a dining room, making greater room for lounging in the new wing. A long veranda would be built on the Bowl side so “spectators may rest in comfort while watching what goes on.” The wax room would be enlarged. Recreation cars would again be provided on its ski trains with music and dancing. More than 11,000 skiers used the ski trains in the winter of 1938.²²⁶

Also in 1938, the Recreational Equipment Inc. (REI or the “Coop”) was founded in Seattle. Lloyd and Mary Anderson and 21 others formed a coop through which climbers could pool their resources to obtain hard to find equipment from Europe. REI’s first 23 members contributed \$1 apiece to build group buying power. By 1999, REI had 55 retail stores selling outdoor gear, including skiing gear, in 23 states, and by 2005, it had 71 retail stores and more than two million members.²²⁷

²²⁶ *Milwaukee Enlarging Snqualmie Ski Bowl*, Seattle Times, August 23, 1938 (page 16).

²²⁷ *REI (Recreational Equipment Inc.) Begins in Seattle in 1938*, Historylink File #2904.

F. MILWAUKEE ROAD'S INVESTMENT IN THE SKI BOWL

When Northern Pacific was considering opening its own ski area at Martin stop in 1939, it got information from the Milwaukee Road about the cost of building the Ski Bowl at Hyak.

Milwaukee Road invested \$60,000 in the Ski Bowl, primarily for the lodge, as Ben Paris, the concessionaire, built and operated the ski tow. Milwaukee Road's total investment at the Ski Bowl was \$80,500, compared to N.P.'s estimate of \$75,000 to build a ski area at Martin. The Milwaukee Road cleared the entire area between the ski tow and a point 600 to 800 feet east, and the ground was also leveled to smooth it out to enable skiing with only two feet of snow. No figures were obtained concerning the ski tow operations at the Ski Bowl since it was built and operated by Ben Paris. However, the ski tow there was out of operation a number of times, and Milwaukee Road employees had to make changes and repairs to put it back into operation. The costs were billed back to Ben Paris. In the summer of 1939, Milwaukee Road was planning to install a new rope tow to a higher elevation at an estimated cost of \$4,500, but it would be only a "make-shift rope tow." It was not known whether the concessionaire made money on the lift operations or the cafeteria, but Ben Paris ran a restaurant in Seattle where the food was prepared and taken to the Ski Bowl by train, where it was placed on steam tables. Uneaten food was sent back to Seattle so there was little waste. Paris likely did not make money from his concession, but he considered it to be a medium of advertising. There were reports that the public felt they were "two-bitted" to death, and people suggested that if Northern Pacific went into the ski business, it should not allow concessionaires to handle services. The Milwaukee Road handled 12,000 people at the Ski Bowl in 1938 and 7,000 in 1939.²²⁸

²²⁸ Northern Pacific Archives, Minneapolis Minnesota, Box 134.K.4.10 (F), file #10159, letter to Mr. Bernard Blum, August 8, 1939.

IV. SKIING CONTINUES TO GROW UP UNTIL WW II

A. EXCITEMENT OVER THE SKI BOWL CONTINUES IN 1939: TWO NATIONAL CHAMPIONSHIPS ARE HELD IN THE NW

Improvements Made to Ski Bowl for 1939 Season

The second year of the Ski Bowl's operations in 1939, generated the same amount of enthusiasm and publicity as the first year.

The Seattle Times of November 8, 1939 reported that more than 75 acres of timber had been removed from the skiing slopes the prior summer, creating open space, as part of the extensive development done for the upcoming season. Most significant was the expenditure of \$20,000 to build a "giant ski jumping hill" for the jumping portion of the National Four-Way Championships in 1940. A new ski tow was built to take skiers up to the east side of Rocky Point designed for "skiers advanced beyond the novice stage. It taps a spectacular downhill trail and forty acres of newly cleared ski terrain overlooking Lake Keechulus."²²⁹

The Seattle Times of November 16, 1938, had a special "ski section" with a series of articles reflecting the area's excitement over the upcoming season.

Formal openings come later, but skiing is here. Skiers have already over-run Chinook Pass and Paradise Valley, Mount Baker's vast slopes and the wood trails of Snoqualmie Pass." This is another year when the Northwest entertains the nation, and the nation's great skiers.²³⁰

The Milwaukee Road had completed a significant amount of work on its resort, including scraping the hills and gullies in the Ski Bowl to make it "smooth as the skin you love to touch," so skiers could ski soon after the first snow. The lodge had been doubled in size, and the covered concourse

²²⁹ *Ski Bowl Larger, 75 Acres of Timber Removed*, Seattle Times, November 8, 1939 (page 25).

²³⁰ *Two National Competitions, Northwest Lot*, Seattle Times November 16, 1938, (page 17).

leading from the train platform to the lodge had been lengthened from 100 to 400 feet. The ski lift had been speeded up and the bugs taken out of the mechanism. The Railroad was working on a three year plan and will keep on expanding the Ski Bowl's facilities. With the new addition, the top floor can be used for lounging, dancing and viewing "the entire panorama of ski action on the five slopes fanning away from the lodge" through large plate glass windows. The railroad had developed a new device to make waxing skis easier, eliminating the need to stand around a hot stove to heat the skis before applying the wax. Steam radiators were installed, laid out flat and built into tables where skis can be placed to warm them evenly and safely. The Milwaukee Road installed "a new and unique device" to remedy the problems of hot-waxing skis, consisting of three steam radiators laid flat and built into tables about 3 ½ feet from the floor in the lodge's large waxing room on the lower floor of the new wing. Skis could be placed on them without the danger of being overheated, and the steam heat, which could be regulated by a convenient control, will warm the skis evenly and safely. Irons and electric plates were installed for those wanting to base-wax their skis.²³¹

The first ad of the season was run by the Milwaukee Railroad promoting skiing at the Ski Bowl, trumpeting, *Double-Size Lodge, new ski runs, improved facilities.*

This season, the Milwaukee Road is prepared to offer winter sport at their best to even larger crowds at the popular Snoqualmie Ski Bowl. Come out the very first weekend and see what we've done to insure you a perfect day on the snow. ENLARGED LODGE - a new wing has been added to double the size of the lodge. Mammoth lounging room with open fireplace, new open-air sun porch, new waxing room with steam table for warming skis, enlarged cafeteria-restaurant, central heating. IMPROVED TRAILS - down timber and rocks have been removed and the trails generally widened and smoothed to provide better, easier skiing with less snow. HIGH SPEED RUN - a mile-long run for experienced skiers has been developed on the steep, open slopes on the east face of Rocky Point that towers high above the ski bowl. IMPROVED

²³¹ *Here's to Skin-Smooth Skiing, Milwaukee Road Improves its Ski Bowl Facilities, & Waxing Tables Going Modern*, Seattle Times, November 16, 1938 (pages 17 & 20).

LIFT - re-designing of the 1,400 foot electric lift has almost doubled in capacity per minute.²³²

Northern Pacific To Open Ski Resort at Martin

Ski area development had not occurred rapidly enough for the Times, but there were two exciting events.

The Milwaukee Railroad, having carried more than 11,000 pay skiing passengers in ten weeks to the Ski Bowl last winter, doubled the size of its lodge, swept the hillside clean of logs and bumps, and made plans for the future. The Northern Pacific is paving the way for a big expansion program at Martin in 1939, by rushing construction of a base “camp” now. Engineers will be stationed at the area this winter to establish ground work for next year’s activity.

Given the success of the Milwaukee Railroad’s Ski Bowl development and Union Pacific’s Sun Valley resort, in the fall of 1938, Northern Pacific Railroad was planning on developing its own ski area at Martin, a train stop at the “far end of the N.P. tunnel from Stampede Pass, an area of deep snow in high places.” Northern Pacific trains had dropped off skiers there for several years, “for the long run from Dandy Pass.” Next year, Northern Pacific planned to

convert the Martin area into one of the finest ski grounds in America. Quarters will be installed for the accommodations of ski devotees with lunch rooms and other facilities, including a lift 700 to 1,000 feet in length, depending on the route selected. This course seemingly is designed by nature for skiing...

Experts have given it an unusually high rating and when the improvements are in, it should prove an important feature among Washington’s many sports and scenic attractions. The terrain is so shaped as to give a course of maximum length with a relatively short lift back to the starting point. Experts see in the plans for development a course that will recommend itself to the most proficient skiers as well as to the novices who are just warming up to the sport. The Martin area is well sheltered from sweeping winds and quality of the snow that falls there is the best known for fast skiing.

One building had already been constructed at Martin and will be available the coming season, with a kitchen and room for 30 overnight guests. Two large living rooms with fireplaces, and bunks and

²³² *Double-Size Lodge, New Ski Runs, Improved Facilities*, Seattle Times, November 16, 1938 (page 23).

couches will be installed in women's and men's dormitories. Skiers will furnish their own bedding. NP will also supply a number of bunk-cars on a siding at Stampede Pass at the west portal of the tunnel to provide accommodations for skiers. A large hotel was planned for the site to be ready for the 1939 - 1940 season, to accommodate 200 to 250 overnight guests. "All the facilities and attractions of a modern sports resort will be found in this development when completed. Martin is only a short train ride from Seattle, and for several years, skiers have taken the train there to enjoy the unusually attractive snow conditions." Northern Pacific was paving the way for its big expansion project in 1939, by rushing the construction of a base camp. Engineers would be stationed there in the winter of 1939, to establish ground work for next year's activity.²³³

The Tacoma News Tribune of November 10, 1938, also reported on the Northern Pacific's development at Martin.

For several years, skiers have been making trips to Martin, just east of the Stampede Pass tunnel. The Northern Pacific has supplied a number of bunk cars on a siding at the west [sic - east] portal of the tunnel to accommodate skiers. The railroad has started preliminary work to improve the Martin ski grounds by building lodging, lunch rooms and other facilities including a ski lift 700 to 1,000 feet long. A small building to accommodate 30 people is being built for the current season and a large hotel, to accommodate 200 to 300 overnight guests, is planned for the 1939-40 season.²³⁴

²³³ *N.P. Under Way Now with Hut for Ski Gang*, (page 20), & *Two National Competitions, Northwest Lot* (page 17), Seattle Times November 16, 1938.

²³⁴ *Martin Ski Work is On*, Tacoma News Tribune, November 10, 1938, www.alpenglow.org/ski-history/notes/ms/tpl-wa-sports-ski.html.



Northern Pacific lodge (on right) & caretaker's cabin in foreground. Courtesy of N.P. Historical Association.



Northern Pacific train and skiers at Martin. Courtesy of N.P. Historical Association.

1939 Ski Season Was Full of Events

For the ski season of 1938, a new free rope tow was installed by the Spokane Ski Club at Mount Spokane. Jim Parker and Chauncey Griggs, who had installed rope tows at Snoqualmie Summit, Mount Baker and Mount Rainier, created a portable rope tow with a 1,200 foot rope and a 12-horsepower motor to run it. Weighing 200 pounds, it could be transported by skis or toboggan nearly anywhere. It had already been tried at Tipsoo Lake. Their intention is to use these tows to train ski racers, transporting them up the hills for no charge, so they could get in the 25,000 to 40,000 vertical feet of skiing per day they need to become international competitors. The ready availability of such tows was presenting problems for the National Park Service, and the developers were meeting the superintendent of Mount Rainier National Park to discuss the issues. The Park Service was concerned about the proliferation of lifts, saying it couldn't allow an elegant landscape to be cluttered up with long stretches of vibrant rope, tugging skiers up to where they may ski down. The Mountaineers, "by dint of painstaking labor," widened the lane at Meany ski hut at Martin, and installed a rope tow with 900 feet of pull and 330 feet of lift up the big ski trail. Ski tows were "sprouting like weeds throughout the country," with 22 being sold in New England the prior year, and fifteen installed on the Pacific coast.²³⁵

Mount Rainier was planning a big season of events, some of national importance. High school ski clubs were organizing for the upcoming season, led by the Bulldog Ski Club from Garfield, the perennial champions of the prep ski circuit. The Bulldog Ski Club was the oldest and largest prep club with over 200 members, led by advisor H. B. Cunningham. Since ski teams were not sanctioned by the School Board, they had to use the names of their mascots, and not the schools. The high school

²³⁵ *Portable Ski Lifts May Plague U.S. Park Service, Racing Skiers Invent Speedy Downhill Aid; Another Lift for Ski Clan is Constructed; Artificial Snow, Man is Sprinkling Own Hill, Have a Tow*, Seattle Times, November 16, 1938 (pages 17, 22).

tournament would be held at the Snoqualmie Ski Bowl instead of at the Summit as in past years. Rainier National Park, “infallible barometer of skiing trends,” hosted 98,080 visitors the prior winter.²³⁶

Sun Valley was hosting the U.S. championships in downhill, slalom, cross-country and jumping, the four-way championship. Portland’s Cascade Ski Club would host the national championships in downhill and slalom, where the International Ski Federation team would be picked to compete in Europe in 1940. The Northwest jumping championships would be held at the Seattle Ski Club’s big hill at the Summit in March, following the Yakima Winter Sport’s Club competition on January 22. The Leavenworth International Jumping Championship on its “bewildering big hill” was on January 29.²³⁷

Ski Bowl Opens for the Season on January 7, 1939

The Ski Bowl opened on January 7, 1939, “after a succession of jitters” over lack of snow. The first ski train would leave the Milwaukee Station at 8:30 am, and leave the Ski Bowl for home at 6:00 pm. For the “big opening,” two 14 car trains would operate under the supervision of the Young Men’s Business Club. Weekend activities would include a girl’s style show with a \$50 prize for the girl who is “the most attractively and intelligently consumed for skiing;” a yodeling contest; and a giant slalom race from Rocky Butte to the Bowl with men and women from the Washington Ski Club competing.²³⁸

A film clip on U-Tube shows how popular the ski lessons were at the Milwaukee Ski Bowl.

https://www.youtube.com/watch?v=dYT_TuGip-Y&feature=share

²³⁶ *High School Skiers Waiting for End of Grid Season, Garfield “It”; Bulldogs to Defend Crown; Ski Bowl Bids for Meet; 98,080 Skiers Checked in at Rainier Last Winter*, Seattle Times, November 16, 1938 (pages 17, 22).

²³⁷ *Two National Competitions, Northwest Lot*, Seattle Times, November 18, 1938 (page 17).

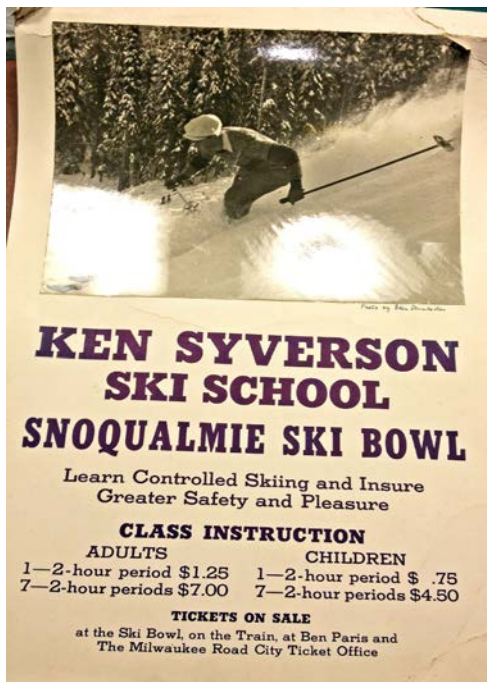
²³⁸ *Two Day Session Opens Ski Bowl, Yodeling, Style Show, Racing on Week-End Bill*, Seattle Times, January 6, 1939 (page 21).

The Milwaukee Road Magazine of December 1938, had a picture of skiers at the Ski Bowl but no article. The Magazine of January 1939, had a picture of skiers taking the lift up the hill at the Ski Bowl, and an article, *Snoqualmie Ski Bowl Begins its Second Year*, which described the changes that had been made since the previous year. The long low covered platform next to the tracks was four times as long so passengers using all doors would be out of the weather. The Lodge had been doubled in size over the summer to provide plenty of room for everybody. Last year, the upper floor had been divided between a dining room and lounge which had room for little else besides eating. This year, the entire second floor in the original building was used for dining, and the new wing was a comfortable lounge and activity room with a large fireplace, wide windows with a sweeping view of the ski hill, a place for card playing and a cleared floor for dancing. A covered sun porch had been built on the face of the lodge. The ski slopes were much smoother since they “were given a good manicure, and all underbrush, fallen timber and stumps were entirely cleared out of the ski lanes.” A new ski lane over three-quarters of a mile long had been cut down the face of the mountain from Rocky Point, which would be accessed by climbing. The ski lift was streamlined and its capacity doubled. The popular ski train was operating as usual and the popular Ben Paris was in charge of food with increased space to work in.²³⁹

On January 16, 1939, the Times reported, *Ski Army Active, 3,215 Pour into Paradise*. Local skiers poured into all established areas (except the Ski Bowl that wisely buttoned up pending more snow). 656 carloads of skiers were at Cayuse Pass, containing around 2,500 skiers. The Salahie Ski Club team beat the Renton Winter Sports Club in a downhill-slalom competition at the Summit. Ed

²³⁹ *Snoqualmie Ski Bowl Begins Its Second Year*, The Milwaukee Magazine, January 1939 (page 4).

Link of Sahalie won the downhill race, and Bill Redlin of Sahalie won the slalom. Other Sahalie winners included Harry James, Pat Meldner, and John Sommers. Free ski lessons offered by the Seattle Times would start the following Saturday for the ten week program. Nearly 2,000 registration cards had been sent to Seattle high schools, and assignment of skiers to instructors would be made on Friday. Sam Racine's Wilson's Modern Business College Ski Train would start on Friday night, leaving Milwaukee Station at 5:30 pm, returning at 11:00 pm. The business college band would be on board, and there would be a wiener roast in the snow.²⁴⁰ Ken Syverson's Ski School provided free ski lessons to student and offered paid lessons to the public, as seen by the following poster from the Moffett family.



Sample **Ken Syverson Ski School**
SNOQUALMIE BOWL
"Learn controlled skiing and insure greater safety and pleasure."

ONE DAY INSTRUCTION TICKET No. **77**

Assumption of Risk and Waiver of Liability:
I understand that skiing involves risk of personal injury. In accepting the skiing instruction covered by the correspondingly numbered ticket, I assume all risks of injury to my person or property and release Ken Syverson Ski School, Ben Paris Sporting Goods and Recreation Co., Inc., and the Chicago, Milwaukee, St. Paul and Pacific Railroad, and all skiing instructors from all liability for any accident or injury occurring during such instruction.

Signed: _____
Street Address _____
City _____ State _____
Date Issued _____ 193__ By _____

Ken Syverson Ski School
SNOQUALMIE BOWL
"Learn controlled skiing and insure greater safety and pleasure."

ONE DAY INSTRUCTION TICKET No. **77**

This ticket entitles the undersigned to one 2-hour period of skiing instruction in accordance with and upon presentation of coupons attached hereto.

Name _____
Address _____

NOTICE TO HOLDER:
Unused portions of ticket cannot be refunded. Punctual appearance at all classes is necessary. Holder acknowledges that he has read and executed the assumption of risk and waiver of liability, copy of which is printed on the back hereof.

Date Issued _____ 193__ By _____

I. ONE DAY COUPON No. **77**
Good for one two-hour period at time designated by the school.
KEN SYVERSON SKI SCHOOL
SNOQUALMIE BOWL

²⁴⁰ Times Ski Class Cards Ready at High Schools, Seattle Times, January 17, 1939 (page 13).

Milwaukee Lodge. Courtesy of Milwaukee Road Historical Association.

Milwaukee Lodge. Courtesy of Milwaukee Road Historical Association.



Milwaukee Lodge and ski class. Courtesy of Walter Page.

Throughout January 1939, the Seattle Times published articles about skiing and the Ski Bowl. One paper included pictures from the Milwaukee Ski Bowl, headlined. *School for Skiers High in Snowclad Cascades*. Between 300 to 400 students would attend the Seattle Times ski school that year. The classes were free of charge, and were held each Saturday for 10 weeks at the Milwaukee Ski Bowl, concluding March 25, taught by instructors for the Ken Styveson Ski School. Margaret Odell, the authors' mother, was again Queen Anne Ski Club advisor, and took her students to the Bowl every weekend by train for the ski lessons offered by the Seattle Times.

The "ski army" poured out to all established ski areas the second weekend of January, 1939, with 3,215 skiers going to Paradise jamming the practice hill and Devil's Dip all day. The Jim Parker ski lift was carrying skiers to the saddle on Alta Vista. Sahalie Ski Club beat the Renton Ski

Club in a downhill-slalom competition. Mount Baker had 345 carloads or about 1,200 skiers, and Cayuse Pass had 656 carloads or about 2,800 skiers.²⁴¹

The third weekend of January 1939, was the Queen Anne - Garfield Ski day at the Ski Bowl, which would make a “very busy” ski day for Ken Syverson and his instructors. Students at the two high schools were “bustling about, getting ready for their day at the Bowl. And a combined Garfield-Queen Anne day is something because, Queen Anne interest in the Times Ski School is as intense as Garfield’s.” The “weekends of free instruction” offered by the Times turned out to be very popular. More than 225 registration cards had been distributed to Seattle high schools for the classes.

Miss Margaret Odell, ski adviser at Queen Anne, told the Times yesterday, “all the cards you sent us last week were snapped up by the skiers. They’re thoroughly sold on your school idea.”

Skiers took the Milwaukee ski special, leaving Union Station at 8:30 o’clock Saturday morning, arriving at the bowl at 10:30 o’clock - two hours later. The train left the Bowl at 6 o’clock that evening, arriving in Seattle at 8:00 o’clock.²⁴²

By the end of January 1939, 365 students had taken ski lessons offered by the Seattle Times, improving their techniques on the snow in just two weeks.

It is in the fundamentals of skiing. NOT pell-mell, center of the road wing-dinging, but in how to turn, how to control, how to catch the joy of skiing, because you have the feeling of skiing...You saw rhythm take the place of jerk. You saw body swing replace a spill. You saw class after class of juvenile skiers catch on. They began to understand what controlled skiing, one of these days, will do for them.

No more than 20 students per class were allowed, so each could obtain the maximum personal

²⁴¹ *Ski Army Active, 3,215 Pour Into Paradise*, Seattle Times, January 16, 1939 (page 15).

²⁴² *Saturday Will Be Big Day in Times Free Ski School, Pupils Should Return Cards by Tomorrow*, Seattle Times, January 25, 1929 (page 15).



instruction. Classes were from one and one-half to two hours in length, depending on conditions. Max Sarchett, Times Ski School class supervisor, was shown demonstrating kick turns to his pupils. Two school advisors - Miss Margaret Odell of Queen Anne and H. B. Cunningham of Garfield, after watching all of the classes in action, expressed themselves as being delighted with the plan of fundamental instruction at the Times Ski School.

“We’re glad to see skiing taught to them so sanely and effectively,” said Miss Odell. “Another thing, the presence of the Milwaukee’s special agents on the train as supervisors is an excellent idea. That is a remarkably well-controlled ski special.

A picture showed a number of students on the hill, with a caption saying “Times ski school students gather for group instruction on a hill commanding a magnificent view of Snoqualmie Ski Bowl. Here, skiing’s fundamentals, the snow-plow and stem-christie are taught, graded by Max Sarchett of the Milwaukee Railroad staff.”²⁴³

Showing the wide appeal of skiing in the winter of 1939, the Seattle Tennis Club hosted a dinner for its skiing members in January that was covered by Virginia Boren, a non-skiing writer for the Seattle Times Society Pages, who wrote an article that was typical of the women’s news of the day. In addition to discussing the events of the evening, Boren listed all of the attendees, who sat

²⁴³ *Times Ski School Draws 365 to Snoqualmie Bowl*, Seattle Times January 29, 1939, (page 31).

together, and was careful to describe the clothing and jewelry that many of the women were wearing.

All I lacked was a yodel and a Tyrolean hat! I fairly chinned myself on the Jungfrau. I found that slalom is a race and not a first cousin to salami, nor even a distant relative of Salome. Under my breath I hummed, "I Miss My Swiss," and then caught the same breath with quick convulsive gulps when I saw those expert skiers dusting off the sides of Mount Rainier and Mount Baker, and fluffing up the snow at Sun Valley in a manner both careless and delightful. I learned ...there are more skiers than any other active sportsmen in the world, that you can learn to ski in 10 days, that skiing is good for the soul as well as the body, that skiing is "not only a sport, but a way of life."

Orville Borgerson, one of Seattle's leading young merchants, showed films of spring and summer skiing in the Northwest at Sun Valley, Mount Hood, Mount Baker and Mount Rainier. One film, taken on the Fourth of July, showed sportsmen skiing in the morning and fishing in the afternoon. Darroch Crookes, a member of the 1936 Olympic ski team and a representative of Sun Valley, showed a film of ten "tenderfoots" who had never skied before, taking lessons at Sun Valley. The film showed them buying ski clothes, taking their first lesson, and followed them through the rest of their vacation until "they can really take the snow slopes standing up, minus that villainous sitzmark!" The film showed swimming in the resort's warm pool, dog sledding, riding to the mountain peaks in trams, singing and dancing, and lunches on the mountain and dinners at various restaurants. Tennis Club members discussed forming a ski auxiliary which would have its own ski cabin. The authors' mother, Margaret Odell, attended, sitting with her friends Dorothy Leede, Dr. William Leede and Dr. Rodney Hearne.²⁴⁴

In February 1939, at a meeting of the Washington Ski Club attended by 200 members, 60 participants told Olaf Ulland they wanted to learn jumping from him, and nearly a quarter were women. The club had more than 650 members, making it the largest in the United States, was

²⁴⁴ *Ski Films at Tennis Club Beautiful and Thrilling, Hearing All About Skiing*, with Virginia Boren, Seattle Times, January 25, 1939 (pages 12, 13).

planning on top-notch competitive teams as well as intramural competition. Parents of skiers in the Times ski school said they have found what was essential for their children, “they know he is in good hands, and learning to ski the way they want him to ski - with control”²⁴⁵

By March of 1938, progress of the students who took the Times’ ski lessons was impressive. Ken Syverson’s instructors were unanimous in saying, “we’ve developed some skiers.” It was Queen Anne’s, Broadway’s and Garfield’s day at the Bowl, and they elected a queen. Garfield skiers led the day’s competition which including jumping events held on a hastily constructed snow-hill. After the morning class, the prep skiers demanded more, so Max Sarchett took the top-nochers on a hill-climbing tour. All who went up came down, although they had to worry about sunburn from the blazing sun. There were “sunburned lads and lassies flitting from one end of the ski special to the other on the jaunt home.” That weekend, at the Far West Kandahar tournament at Yosemite, Sig Engl won the combined downhill-slalom title, and Seattle skiers Don Amick and Kjell Qvale finished 11th and 12th.²⁴⁶

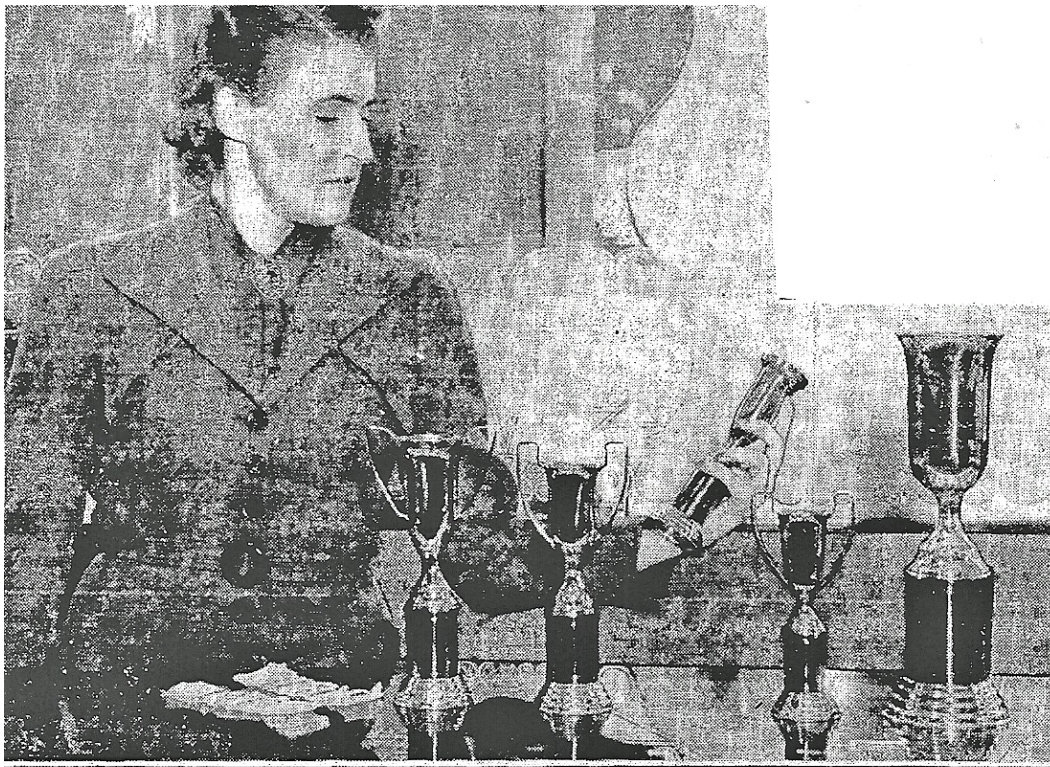
March 25, 1939, was the last day of the Seattle Times ski school, and a series of races were held for the students, with six trophy cups to be given out to the winners. Max Sarchett would lay out three slalom courses for the competition, and parents were encouraged to go along and watch their sons and daughters compete. Margaret Odell was shown holding the cups. The caption read as follows.

“Miss Margaret O’Dell [sic], girl’s ski advisor at Queen Anne High School, is shown with

²⁴⁵ *60 Want to Jump and 15 are Women, & Parents Officials Laud Times Free Shi School*, Seattle Times, February 1, 1939, (page 23).

²⁴⁶ *Prep Skiers Learn, Times School Pupils are Adept, & Amick is 11th in Yosemite Slalom, Qvale Finishes 12th; Engl Wins Combined Title*, Seattle Times, March 19, 1939 (page 21).

some of the cups that will be awarded to winners in slalom races that will conclude the Times Free Ski School next Saturday at Snoqualmie Ski Bowl. Cups will go to boys and girls winning the six races, while gold and silver ski-shaped pins will be awarded to second and third-place winners.²⁴⁷



Miss Margaret O'Dell, girls' ski adviser at Queen Anne High School, shown with some of the cups that will be awarded to winners in slalom races that will conclude the Times Free Ski School next Saturday at the Snoqualmie Ski Bowl. Cups will go to the boys and girls winning the six races, while gold and silver ski-shaped pins will be awarded to second and third-place winners.

Seattle Times, Seattle Times, March 21, 1939 (page 18).

The last day of ski lessons were a success with races being the highlight of the weekend.

It was a light-hearted day at the Bowl, with the instructors who had been working with the nearly 500 Times School skiers helping show them how to run their first slalom race, and attempting to “prove” it, which means running it at high speed

²⁴⁷ *Ski School Races Due Saturday, Slalom Meet Will be Run Off at Final Class, Times Skiers Will Get These Cups*, Seattle Times, March 21, 1939 (page 18), *Times Races will Run Concurrently*, Seattle Times March 22, 1939 (page 21).

outside of the competition itself and frequently falling..²⁴⁸

In March 1939, the Seattle Times said that commendations had been showered on its ski school which taught 500 students that year. The Empire State Ski News said “New York newspapers should pick up the Seattle Times Ski School idea...They could help thousands of youngsters.” The National Ski Yearbook gave further tribute.

The school’s purpose was simple - to teach Seattle high school ski beginners the right way to snow-plow and stem-turn. All high speed turns evolve from the stem-turn, and surest proof of that was contained in photos of Saturday’s race winners, who, given a stem course to run, were unconsciously whipping through in pure christies.²⁴⁹

Seattle’s excitement about skiing was not limited to the sports pages in 1939. The society pages of Seattle Times of April 4, 1939, described a luncheon at the Olympic Hotel’s Georgian Room put on for Peggy Andrews, one of Margaret Odell’s best friends, who was leaving on a trip to Europe. The women at Dorothy Leede’s table included Margaret Odell, Josephine Whaley, tan from weekends of skiing (she was named the queen of the ski carnival at Mount Rainier the preceding weekend), and Catherine Goering, another enthusiastic skier just back from Sun Valley. On October 31, 1940, there was a picture on the society pages of the Times captioned “Time Out From Skiing - To Dancing,” showing four members of the Penguin Ski Club at a dance at the Seattle Golf and Country Club.²⁵⁰

²⁴⁸ *Ski Schoolers Display Class in Wind-Up Race*, Seattle Times, March 25, 1939 (page 19).

²⁴⁹ *Ski Task Not Over*, Seattle Times, March 27, 1939 (page 15).

²⁵⁰ *With Virginia Boren, Lunching at the Olympic*, Seattle Times, April 4, 1939 (page 14). *Time Out from Skiing - To Dancing*, Seattle Times, October 31, 1940 (page 24).



Margaret Odell at Milwaukee Ski Bowl, 1939, wearing a UW crew letterman's sweater. Photo from Lundin family.

Other Ski Tournaments in 1939

Showing how important Northwest skiing was in the late 1930s, two of the most important ski tournaments of 1939 were held here, and local skiers competed in them against the best skiers in the world. The National Four-Way Open was held at Sun Valley the last weekend in March, and the National Downhill and Slalom Championships were held at Mount Hood in early April.

Don Amick of the Washington Ski Club finished seventh in the first Far West Kandahar Race at Yosemite, California on March 18, racing against top international competitors. Siegfried Engl of the Mono Ski club won the race “over a formidable field,” followed by Fred Iselin of the Chamonix France Ski Club. Hannes Schroll, who was favored to win the event, was disqualified.²⁵¹

The next tournament held on March 20, 1939 was at Mount Baker which would determine which skiers would be eligible to go to Sun Valley, Idaho the following weekend to compete in the National Four-Way Open Championships, the big race of the year. Several “brand new champions” were selected for the trip. Carl Neu of the University of Washington “prize protégé of Otto Lang’s ski school,” who won the slalom, was third in the downhill, and won the combined title; Paul H. Sceva, Jr. of the University of Washington, who won the downhill; Don Fraser, defending Northwest downhill champion, who took second in the downhill; Virginia Bowden of the Washington Ski Club, who won the women’s combined; and “Sigurd Hall, Seattle Ski Club youth, who has improved tremendously in the last year,” who placed second in the slalom and 16th in the downhill. Don Amick, the prior year’s champion, failed to get back from the Yosemite race.²⁵²

²⁵¹ *Don Amick 7th in Big Ski Race*, Seattle Times, March 18, 1939 (page 10).

²⁵² *Baker Ski Winners Head for Sun Valley Tournament, Neu Takes Combined Championship; Sceva is Downhill Victor*, Seattle Times, March 22, 1939 (page 16).

The first annual Snoqualmie Four-Way meet was held on Snoqualmie Pass the last weekend of March 1939, between the Seattle Ski Club, Sahalie Ski Club, The Mountaineers, and Washington Alpine Club in what the Seattle Times called “a high speed tournament.” Seattle Ski Club won overall championship, closely followed by Sahalie. Ole Tverdal (Seattle Ski Club) won the jumping; Bob Link (Sahalie) won the slalom; Eric Bolstad (Seattle Ski Club) won the downhill; and Elov Hodin (Mountaineers) won the cross-country.²⁵³

National Four-Way Open at Sun Valley

The National Four-Way Open was held at Sun Valley the last weekend in March 1939. Ten northwest skiers had been selected to compete in Sun Valley based on their results at the Mount Baker tournament, including Sigurd Hall.²⁵⁴ Ski instructors were allowed to compete against the “amateurs” in the tournament, but separate prizes were awarded to the amateurs. The event was called “the outstanding winter sports event yet held on this continent,” that attracted racers from seven nations and fourteen states including Switzerland’s seven-girl team and Great Britain’s best woman racer.

In Sun Valley’s “arduous 18-kilometer” cross-country course (the “langlauf”) laid out by ski instructor Andy Hennig along Train Creek, ski instructors Walter Prager of Dartmouth finished first in the cross-country race, Peter Radacher of Sun Valley second, and Heinz Von Allmen of Quebec third. They were followed by “amateurs,” Dick Durrance of Dartmouth and Reidar Anderson from

²⁵³ *Bolstad Switches, Four-Way Ski Meet Held*, Seattle Times, March 27, 1939 (page 15).

²⁵⁴ Those competing in the four-way events included Don Fraser, Don Amick and Paul Gilbreath from the Washington Ski Club. Sigurd Hall from the Seattle Ski Club; Ragnar Qvale from the University of Washington; Henry Seidelhuber from the Penguin Ski Club; and Olaf Rodegard of the Cascade Ski Club. The University of Washington’s Paul Sceve, Jr. and Seattle Ski Club’s Bert Mortensen competed in individual events.

Norway. Sigurd Ulland finished tenth in the cross-country race. Sun Valley's Alf Engen "dropped his bruised body into bed early yesterday after he fell through a bridge during the langlauf," finished fourth among the amateurs.

The "dangerous" downhill course started at the top of the 9,200 foot Bald Mountain, "and dropped 3,100 feet through thick timber in slightly more than two miles." It was in excellent condition after a week of daily boot packing by Sun Valley instructors and early arriving contestants." The top portion was rough and crooked with eight control gates and involved considerable sidehilling. Next came the steilhang or steep pitch 300 feet long with an abrupt turn at the end. "From here down the course was a dream of sweeping turns, interrupted just ahead of the finish line by a sharp right curve on the outside of a hill and below a temptingly smooth schuss." Friedl Pfeiffer called it "one of the five most difficult downhill courses in the world." Spectators for the downhill race held the second day of competition included Gary Cooper and his wife Mary Pickford. The final day included the slalom race and the jumping contest. Friedl Pfeifer, Sun Valley's coach, won the slalom. Alf Engen won the jumping event, followed by Gordon Wren of Steamboat Springs, Colorado. Ragnar Qvale of the University of Washington was the highest of the skiers from the Seattle area in the jumping competition, placing sixth.

Friedl Pfeiffer won the open slalom title on the "very tight slalom" course set by Hans Hauser on Dollar Mountain, followed by Pete Radacher. Alf Engen won the jumping event followed by Gordon Wren and Dick Durrance.

"Little" Pete Radacher, a Sun Valley ski instructor, won the overall four-way title. He received "recognition as the best all-around skier in America," after competing in cross-country, downhill, slalom and jumping at the "strenuous" Sun Valley three-day tournament. Walter Prager,

the Dartmouth ski coach, finished second in the four-way competition. Dick Durrance from Dartmouth won the amateur four-way competition, but yielded his title in the Harriman Cup International Open to Radacher. Erni Steuri, “a slender Swiss miss,” won the woman’s competition. Sigurd Hall finished 11th in the four-way combined competition, and was the highest finisher of the Northwest skiers. Grace Carter Lindley, formerly of the Washington Ski Club and member of the 1936 Olympic team, finished tenth in the woman’s slalom, and Dorothy Hoyt of the Washington Ski Club and member of the F.I.S. team the prior year, finished 15th.

The next day, huge busses carried most of the racers to Mount Hood for the next championship.²⁵⁵

National Downhill & Slalom Championships at Mount Hood

The National Downhill and Slalom Championships were held at Mount Hood in early April 1939, which were back in the Northwest for the third time in four years. The event would also serve to select the International Ski Federation (FIS) team that would compete in Europe the following year.

This meet, which will be combined with the International team tryouts for the F.I.S. (Federation International de Ski) championships in Norway and the Olympic Games exhibition skiing in 1940, gives the Northwest a clean sweep of national and international competition...Winners in the Oregon competition will be named to the team representing the United States in European racing next year - whether it be the Olympics, the F.I.S., or both...

The tournament would take place at Timberline Lodge, a “government-built hostelry high on the

²⁵⁵ *National Four-Event Championship*, American Ski Annual 1939-1940, pages 190 - 195; *Dick Durrance, Andersen Lead at Sun Valley*, Seattle Times, March 25, 1939 (page 10). *Peter Radacher, Sun Valley Ski Teacher, Wins U.S. Open Crown, Dick Durrance, Dartmouth Ace, Tops Amateurs*, Seattle Times, March 27, 1939 (page 15).

slopes of Mount Hood,” built by the W.P.A. and Forest Service during the Depression.²⁵⁶



Seattle Times, November 16, 1938 (page 23)

The Pacific Northwestern Ski Association picked 18 skiers from Seattle area ski clubs to participate in the tournament, an “unprecedented” number according to the Seattle Times, some traveling from Sun Valley where they had raced in the national four-way ski championships, and others coming from Paradise Valley where they had been training. Seattle area racers included Don Fraser and Don Amick, and six others from the Washington Ski Club; three from the Penguin Ski Club; six from the University of Washington, and one from the Seattle Ski Club, including Sigurd Hall. More than 125 men and women would compete, constituting “the greatest field of great skiers

²⁵⁶ *National Downhill Title Meet Scheduled at Mount Hood April 1*, Seattle Times, November 16, 1936 (page 23).

the West Coast ever saw.” “Women’s competition will reach the highest plane in history at the tournament.” The entry list had so many famous skiers, it was difficult trying to calculate who had the best chance of winning, according to the Seattle Times. America’s powerful women skiers would be there, along with the Swiss team arriving from the Sun Valley races. Sun Valley sent Friedl Pfeiffer and Peter Radacher, who were tops in world championship skiing in Europe. Freidl Pfeiffer, racing coach at Sun Valley, was one of the favorites, having won the “Gold K” in Europe’s famous Kandahar race twice. Dartmouth’s great ski team headed by Dick Durrance would be there, along with a “distinguished Swiss delegation of women.”²⁵⁷

European ski stars, Friedl Pfeiffer and Erna Steuri, won the men’s and women’s American Slalom Championships at Mt. Hood. Both were F.I.S. amateurs, meaning they taught skiing for a living. In the U.S., “F.I.S. amateurs” (as ski instructors are known in Europe) compete in the same race, but for different championship awards, against “amateurs.” F.I.S. amateurs compete in open championships, while the others compete in amateur championships. Pfeiffer, a racing instructor from Austria who had been brought to America by Sun Valley, “proved conclusively” that he was one of the world’s greatest skiers. Dick Durrance became national amateur slalom champion, finishing five seconds behind Pfeiffer. Doris Friedrich of Switzerland became the amateur women’s slalom champion. Bob Barto of the University of Washington Ski team finished the highest of the Washington skiers in the slalom, placing tenth, and Don Fraser placed 17th. Grace Carter Lindley of

²⁵⁷ Washington Ski Club sent the largest number of skiers - Don Fraser, Don Amick, Paul Gilbreath, Bob Higman, Dorothy Hoyt, Virginia Bowden, Shirley McDonald, and Trudy Jahn. The University of Washington Ski team sent Paul Sceva, Jr., Bob Barto, Carl Neu, Otis Lamson and Ragnar Qvale. The Penguin Ski Club sent LeRoy Caverly, Henry Seidelhuber, Scott Osborne, and Margaret Schjuehle. The Seattle Ski Club sent Sigurd Hall. *Eighteen Seattle Skiers Picked for National Tournament*, Seattle Times, March 16, 1939 (page 27); *Big Meet Lures Seattle Skiers*, Seattle Times, March 25, 1939 (page 19); *National Championships Lure Skiers to Mt. Hood*, Seattle Times, March 31, 1939 (page 31).

Minneapolis, who was a 1936 Olympic team member from Seattle, finished tenth in the women's slalom competition.

Toni Matt of St. Anton, Austria won the open title in the National Open downhill skiing championship, beating "the unpredictable Austrian from California," Hannes Schroll, by 1/10 of a second. Dick Durrance took first in the amateur open combined division, by finishing second in the slalom and fourth in the downhill. Sigurd Hall of the Seattle Ski Club placed highest of the Washington skiers in the downhill, finishing 14th. Don Fraser missed a control gate in the downhill and "was hopelessly out of it." Both Carl Neu and Fredl Pfeiffer wrenched their knees in the downhill and did not finish. Elizabeth Woolsey of Connecticut, captain of the American Women's team, won the women's open and amateur downhill championships, keeping the national downhill championship in this country. Erna Steuri of Switzerland won the slalom and the combined as an F.I.S. amateur. Grace Carter Lindley was seventh in the women's downhill, and her Washington Ski Club teammates, Dorothy Hoyt was ninth, and Shirley McDonald was eleventh.²⁵⁸

Silver Skis Race

In 1939, the Silver Skis Race was sponsored by the Washington Ski Club, and it attracted a top-flight group of competitors who had raced at Sun Valley and Mt. Hood earlier in the month. Norwegians Olav Ulland, Olaf Rodegard, Bert Mortensen, Reidar Anderson and Sigurd Hall competed.

Peter Radacher, the Sun Valley ace, won the Silver Skis race on April 15, 1939, by "boiling down it in an unbelievably straight line" in a record pace of 4 minutes 51.8 seconds. Hannes Schroll

²⁵⁸ *European Ski Stars Win American Championships*, Seattle Times, April 2, 1939 (page 18); *Matt, Durrance Capture National Skiing Titles*, Seattle Times, April 3, 1939 (page 12).

had a faster time in 1935, although he was a ski instructor and the race was only for pure amateurs. Radacher “boiled down in a taut crouch over the ever-dropping rolls from Muir; straightened to rest aching legs as he sped at better than 40 miles an hour from McClure’s Rock to the ‘Pan’ descent; then went into another far-forward lean as he shot down Panorama’s steep slope and into Edith Creek Basin.” The time of the slowest finisher of the race in 1939, was faster than Don Fraser’s winning time in 1934.

Arthur Schluter of Sun Valley was second, and Reidar Anderson of Norway was third. Don Fraser of the Washington Ski Club finished seventh, Matt Broz of the Seattle Ski Club was eighth, Sigurd Hall of the Seattle Ski Club was tenth, and Olav Ulland, showing his versatility as an all around skier, was sixteenth. Dorothy Hoyt of the Washington Ski Club “was far and away the most brilliant woman competitor,” and won the women’s downhill.²⁵⁹

In late April, “that inseparable skiing team, Gretchen Kunigk and Don Fraser,” both of Washington Ski Club, combined to win the Paradise Valley Slalom Championships.²⁶⁰

Selection Process Starts for the 1940 Olympic Games

Preparations began in 1939 to select the U.S. Olympic team for the 1940 winter games. The National Ski Association decided that American Ski Team would be based on the team that would go to the Federation Internationale de Ski (F.I.S.) Championships held in Norway in February 1940.

In April 1939, the National Ski Association announced the list of skiers who were eligible to compete for the F.I.S. team. There were six skiers with a Seattle connection, being either present or

²⁵⁹ *Radacher Wins Silver Skis Run, Sun Valley Ace Tops Fast Field in Record Time*, Seattle Times, April 16, 1939 (page 21).

²⁶⁰ *Skiing Team Wins*, Seattle Times, May 1, 1939 (page 15).

past residents; Grace Lindley, Dorothy Hoyt, Shirley McDonald, Bob Barto, Peter Garrett, and Bobby Blatt.²⁶¹

Sun Valley planned to play a major role in preparing the F.I.S. team for the event in Norway and the Olympics. Dick Durrance, “America’s No. 1 skier from Dartmouth and now official photographer for Sun Valley,” came to Seattle in August 1939, to discuss the ski resort’s plans for the team. Durrance also planned to talk to Seattle’s two candidates for the American team, Don Fraser and Peter Garrett. Garrett was a Garfield High School graduate enrolled in Yale University, who was identified as the “Seattle youth who was chosen by the National Ski Association to try out for the team.”

Sun Valley, the Union Pacific’s Idaho resort, wants to employ the eighteen first-string American skiers next winter - legitimate employment too - and at the same time give them training under Friedl Pfeiffer and Peter Radacher, two great European racers, for the more strenuous skiing they’ll get in the F.I.S. meet.

Durrance said when the U.S. went to the 1936 Olympics in Germany, they learned that

a hastily-recruited ski team had no chance against the Europeans....They were training for a year. We had only a few weeks. If the team can go to Sun Valley, however, and work on the Bald Mountain downhill course, which needs a lot of work, it can get in condition before the first big snow..and then we can dig in and really learn some skiing before going to Norway.²⁶²

By October 1939, the U.S. had selected a large group of skiers for the 1940 U.S. Ski Team Squad that would compete at the FIS World Championships in Norway, although world events were changing so rapidly that the National Ski Association would have to decide in its annual meeting in December how large a squad to send. Northwest skiers on the team included Don Fraser, Gretchen Kunigk Fraser, Peter Garrett (attending Yale University), Dorothy Hoyt and Grace Carter Lindley

²⁶¹ *U.S. Eligibles Named*, Seattle Times, April 3, 1939 (page 12).

²⁶² *Durrance is Visitor, U.S. Ski Team Invited to Sun Valley*, Seattle Times, August 30, 1939 (page 19).

(then living in Minneapolis). Others included Richard Durrance of Sun Valley, Alf Engen of Sun Valley, and William C. Janss of Los Angeles (who would buy the Sun Valley Resort from Union Pacific Railroad in 1964). However, international events intervened and led to the cancellation of the 1940 games after a series of twists and turns.²⁶³

In 1936, both the winter and summer 1940 Olympic games were awarded to Tokyo Japan, to the surprise of many countries, making it the first non-Western city to win an Olympic bid. After the second Sino-Japanese War broke out in July 1937, doubts began to be raised about whether the 1940 Olympics should be held in Japan. Japan formally forfeited the Olympic games on July 16, 1938, and the International Olympic Committee awarded the summer games to Helsinki, Finland, the city that had been runner-up in the original selection process. St. Moritz, Switzerland was named as the new host of the 1940 Winter Olympics.²⁶⁴

St. Moritz's willingness to host the 1940 Winter Olympics was threatened when a dispute arose over the eligibility of professional ski instructors to participate in the Games. The International Olympic committee ruled that ski teachers were professionals and could not participate in the Olympics, which allowed only true amateurs to enter. The International Ski Federation insisted that its ski instructors were amateurs, and in Europe they could enter competitions with amateur status. In the United States, ski instructors were "considered as bordering on the professional class," and in competitions, they entered as Federation International de Ski (F.I.S.) amateurs, while others were "pure" amateurs. There were separate awards given for amateur championships, while instructors

²⁶³ *The International Ski Situation*, American Ski Annual 1939-1940, pages 101 - 103.

²⁶⁴ *1949 & 1944 Olympics*, www.tsn.ca/olympics/feature/?fid=10267; *1940 Summer Olympics*, en.wikipedia.org/wiki/1940_Summer_Olympics.

competed for open championships.²⁶⁵ As a result of this conflict, the IOC eliminated skiing as a competitive sport from the 1940 Olympics, reducing it to an exhibition sport.

Switzerland refused to host the Winter Games unless skiing was changed back to a regular competitive event. The I.O.C. refused to do so, and as a result, the Winter Games were transferred to Garmisch-Partenkirchen, Germany, the host of the 1936 Olympic games, in spite of Germany's earlier protests that it might not participate since "the importance of the Winter Games as Olympic competition had been reduced greatly through elimination of skiing." In the middle of this conflict, the 1944 Summer Olympics were awarded to London, and the Winter Olympics were awarded to Cortina d'Ampezzo, Italy. Germany agreed to host the Winter Olympics, but after the I.O.C. ruled that a belligerent country could not hold the Olympic games, the German Olympic Committee cancelled the Garmisch games in November 1939, saying "because Germany's proposals for bringing about world peace were declined by the English and French governments and therefore the war must continued. Germany returns the commission to conduct the games to the International Olympic Committee." The Seattle Times lamented the loss of the Olympic Games because of war in Europe.

The Olympic Games, carrying the highest ideals of sports and dedicated to creating better understanding among the peoples of earth, have been knocked from pillar to post by the very thing they seek to prevent - war. Germany, the site of the 1936 Games, has become the center of war preparations. Tokyo, to which was entrusted the 1940 Olympiad, tossed aside the Olympic torch because Japan is at war with China. The Games, shunted like an unwanted orphan, were transferred to Finland, with the Winter Olympics to be held in Germany. Now war in Europe, so stiflingly near, probably would mean cancellation of the Games. The fine

²⁶⁵ Gretchen Kunigk Fraser experienced this problem after she was hired to double for Sonja Henie in skiing scenes when *Sun Valley Serenade* was filmed in Sun Valley in 1941. She had also doubled for Henie in the film *Thin Ice* in 1940. Her motion picture work changed her status as a racer - she "will be a professional, eligible only as an F.I.S. amateur." To address this issue, Northwest delegates to the National Ski Association were instructed to propose that all U.S. tournaments be open events under F.I.S. rules. *Sitzmarks: and Remarks*, by Chick Garrett, Seattle Times, October 14, 1940 (page 23), and February 15, 1941 (page 8).

young men who represented the European nations in the Games in Berlin now are carrying rifles, awaiting the word to shoot one another. Muscles trained for sports will be turned into slaughter. And the cloud of war threatens to snuff out the flame of the Olympic torch, symbol of the brotherhood of man. The day soon may come when we will be confronted by these unbelievable words: "No games: war."²⁶⁶

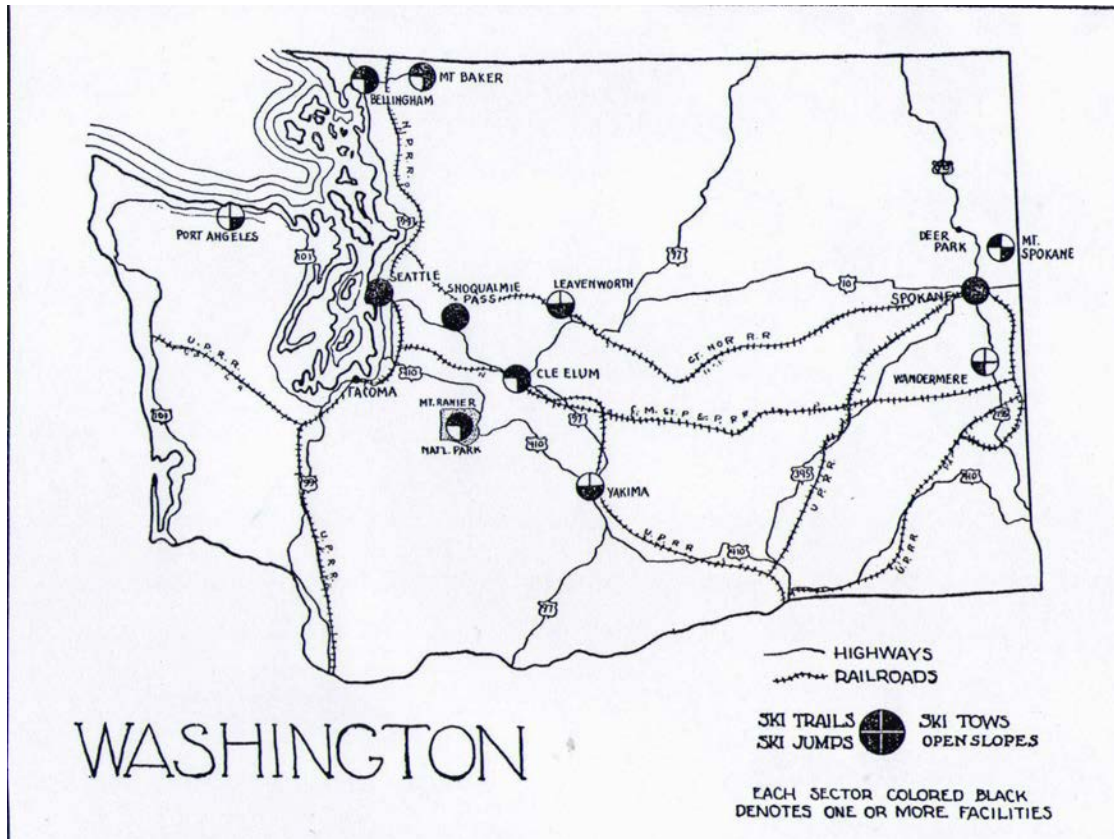
The Summer Olympic Games in Helsinki were also cancelled in April 1940, because of WW II.²⁶⁷

B. 1940 SKI SEASON

The *American Ski Annual, 1939-1940*, published maps of all the ski areas in the United States which included the following map of Washington.

²⁶⁶ "Germans May not Enter Winter Olympic Games, Elimination of Skiing Lessens Nazi Interest," *Seattle Times*, May 11, 1939 (page 32); "Matt, Durrance Capture National Skiing Titles," *Seattle Times*, April 3, 1939 (page 12); "Germans May Not Enter Winter Olympic Games," *Seattle Times*, May 11, 1939 (page 32); "London is Given 1944 Olympic Games," *Seattle Times*, June 9, 1939 (page 25); "Reich Orders Games Return to Committee," *Seattle Times*, November 24, 1939 (page 19); "No Games; War!," by Henry MacLeod, Sports Editor, *Seattle Times*, August 27, 1939 (page 14).

²⁶⁷ Finland continued to plan for the 1940 Summer Olympic Games through the winter of 1940. In March 1940, the International Olympic Committee said a final decision on the question of staging the Olympic Games in Helsinki was "being given serious consideration." There were technical difficulties but "the main question was whether enough people would attend to justify the heavy expenditures." The decision was for the Finnish Olympic Committee who had information about the "extent of foreign participation," since Europe's belligerents might not be included in the games. In the end, Finland had to cancel the Games. On April 4, 1939, "Finland, battered by war but unswerving in her fixed purposes, finally had been compelled, against her desires, to decide it cannot hold the Olympic Games next year." The postponement became necessary "because of the abnormal situation prevailing between the great powers." Ex-President Herbert Hoover suggested that American colleges contribute to the Finnish Relief Fund to reimburse that country for the \$8 million it had spent preparing for the Games. There was great disappointment in the United States, and consideration was given to holding this country's Olympic tryouts to "reward hundreds of star performers who have been aiming for three years at Olympic championships." The *Seattle Times* agreed, saying "no war going on should force this country to give up its athletes' chance to show the world how good they would have been in the 1940 Olympics if there had been any 1940 Olympics." "Finns Consider Olympic Games; To Decide Soon, Belligerents May be Excluded," *Seattle Times*, March 15, 1940 (page 26); "Europe's War, Hour by Hour," *Seattle Times*, April 4, 1940 (page 6); "Olympic Games Trials Will be Held After All," *Seattle Times*, April 15, 1940 (page 21); "The World of Sports," *Seattle Times*, April 5, 1940 (page 25).



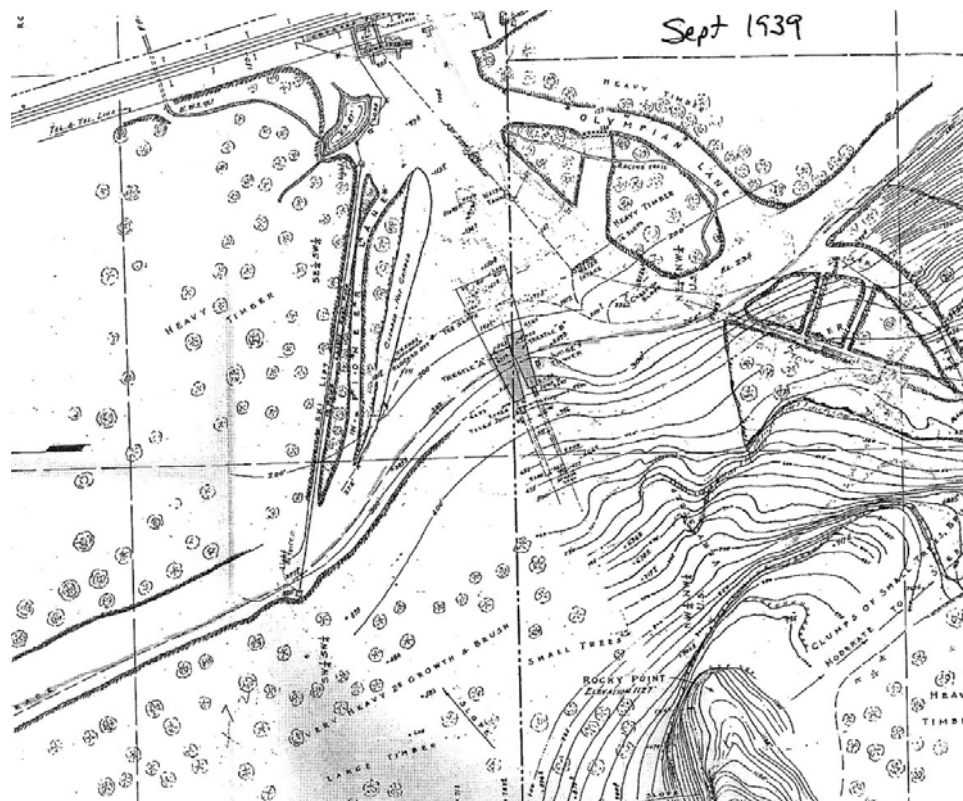
The Ski Annual discussed new ski areas in Washington. The Blue Mountain Club of Walla Walla established a ski area at Tollgate, Oregon in the Blue Mountains where the Forest Service had developed the terrain. The Mount Adams Ski Club of White Salmon held its first skiing competition at Mount Adams. The Olympic Ski Club's Deer Park ski area "showed astonishing gain in popularity." Mount Baker established a new jumping course on a hill prepared by the Forest Service with the cooperation of the Fjeld Ski Club of Darrington and held its first tournament won by Reidar Anderson of Norway.²⁶⁸

Plans for 1940 Season Emerge in Fall 1939

²⁶⁸ *Developments in the Pacific Northwest*, American Ski Annual 1939-1940, pages 189, 190.

The Milwaukee Railroad was building a giant ski-jumping hill at the Ski Bowl. The hill was to be the site for jumping events of the National Four-Way Ski Championships in March 1940, which would attract international competitors. Workmen had been clearing trees in the 40 acre area on the east side of Rocky Point and down into the Bowl. A lift would be built to hoist skiers to the top of Rocky Point, the big hill back of the Bowl. The Class A hill would likely be greater than 200-foot capacity, and Class B and C hills will be constructed as well. The *Seattle Times* said “Snoqualmie Ski Jump to be Big.” The Railroad was spending \$15,000 working on the big hill, which would host the National Four-Way meet in March of 1940, and jumps were expected be better than 250 feet. The work would split the Ski Bowl in half. The in-run will be high off the side of Rocky Butte, and the takeoff will be well above the old Milwaukee Road grade crossing. The hill was designed by one of the most accomplished jumping hill designers, Peter Hostmark, “national authority on ski jumping, and these jumping hills are considered among the finest in the world.”²⁶⁹

²⁶⁹ “Ski Jump Hill Going in Bowl,” *Seattle Times*, June 22, 1939 (page 20); “Snoqualmie Ski Jump to be Big,” *Seattle Times*, September 16, 1939 (page 9); “Build Jump at Ski Bowl,” *Tacoma News Tribune*, November 27, 1939, Alpenglow Ski Mountaineering Project, Tacoma Public Library Clippings.



Map of Ski Bowl showing new jumps, 1939, courtesy of Kirby Gilbert. The two jumps in the middle of the map span the road grade for the old Milwaukee Road surface tracks.

This map shows that the in-runs for the Class A and B jumps were above the old road grade for the Milwaukee Road, which was the top of the ski hill, the jumps spanned the road grade, and the out-runs were below the road grade on the Olympian run, named for the Milwaukee Road train that operated between Chicago and Seattle. The top of the map is the bottom of the ski hill, and the bottom of the map is the top of the hill. A judge's tower was built next to the Class B jump on the Olympian run. Bob St. Louis, a member of the U.W. Ski Team who jumped from the big jump, said

unlike lots of other jumping hills, the Bowl was very different. The in-run was not a high scaffold to provide a short high speed run but ran up the mountainside, providing a long, undulating run to gain the necessary speed (maybe 60 mph). The hill itself was a large scaffold affair built out from the hill to provide the necessary contour. The out-run, instead of being a dished out affair with an upslope, continued a gradual down slope to the lodge next

to the railroad tracks.”²⁷⁰

The Milwaukee Road Magazine of December 1939, had a picture of the Ski Bowl on its cover, with an article describing the new jumps at the Ski Bowl called, *Ski Bowl Gets a Pair of Wings*. At the end of last season, people started talking about the need for ski jumps at the Ski Bowl, including northwest ski clubs and those who graduated from the first years’ ski school. There were ideal places at the Ski Bowl for jumps. In addition, local clubs wanted to host the 1940 Four-Way Ski Championships which would attract thousands of spectators to what would be the biggest ski event in the country - all that was needed was a jump. The Milwaukee Road responded by building two jumps, one capable of sustaining leaps of 285 feet, and a second smaller one permitting jumps of 195 feet. “The big jump has already been pronounced one of the finest in the world.” It was designed by Peter Hostmark, President of the Pacific Northwest Ski Association and a national authority on ski jumping and the design of jumping hills. It is easily reached by train, and will likely be called “skiing deluxe. “ Two ski tows were available this winter, a new 1,400 foot electric ski tow located on the east slopes above the old tow, which will open up the wide open terrain east of Rocky Point. New high speed trails were created for advanced skiers, providing a one mile unobstructed run from Rocky Point to the foot of the mountain in front of the lodge. The old trails were leveled and smoothed. Timber was removed to provided new vistas from the lodge. For non-skiers, there is a special sledding and tobogganing hill separated from the ski hill for kids and adults. The public announcement system had been improved. The prior year, the system broadcast music and announcements about the train schedule. This year, it had been extended all the way up the hill and will be able to be used at the championship jumping competition. Being able to travel to the Ski

²⁷⁰ Lucas, Joy, *The Ancient Skiers of the Pacific Northwest*, 2006, page 28.

Bowl by train, and the enlargement of the ski school to take students from communities surrounding Seattle, were major attractions. The U.S. Ski Championship jumping contest will take place in late March, and will be the most important ski competition on the American continent, attracting top-flight competitors from Canada and the United States, as well as jumpers from Norway. A PNSA sanctioned race would take place on January 21, with the finest competitors in the northwest, who will compete on the mile-long course from the crest of Rocky Point and finishing near the Lodge.²⁷¹



Ski classes in front of Class B & A jumps, Milwaukee Bowl. Courtesy of Milwaukee Road Historical Association.

²⁷¹ *Ski Bowl Gets a Pair of Wings*, The Milwaukee Magazine, December 1939 (page 2).



Judge's tower next to Class B jump on Olympic run. Photo by Ed Notske, in Milwaukee Road West.

The sign on the Olympic Judge's tower reads as follows:

The Olympian Hill,
Snoquamie Ski Bowl,
The Milwaukee Road 1939.

Designer
Peter Hostmark

Design approved
Pacific Northwestern Ski Association

Operated
by

Seattle Ski Club.

Computed Possible Maximum Jump,

Hill "A" 280 feet

Hill "B" 210 feet.

Dedicated February 22nd 1940

with

Seattle Ski Club Annual Tournament

Won by On Hill "A" Ft,

Won by On Hill "B" Ft.

In October 1939, the next season's ski racing schedule was announced, which would begin November 9 - 11, 1939, at Antelope Lake, Oregon. Three races at Sun Valley would be held in the 1939 - 1940 season: the Sun Valley Intercollegiate meet on December 30 & 31, 1939; the Jeffers Cup competition, a four way tournament for Western states on January 20 - 21, 1940; and the National Downhill-slalom Championships from March 21 - 24, 1940. Local ski competitions were held nearly every weekend. The most important events for local skiers included the opening tournament; the indoor jumping and slalom event at the Ice Arena from November 9 - 11, 1939; and the National Four-Way championships on March 30 & 31, 1940, which would be a major national event. Downhill and slalom racing would take place on Mount Baker the week before March 30, with cross-country skiing at Snoqualmie Summit on March 30, and jumping at the Ski Bowl on March 31.²⁷²

The conflict between the Park Service and skiers appeared again. At the National Ski Association's annual meeting, the group criticized plans by the National Park Service to obtain jurisdiction of more land in the Pacific Northwest for recreational administration. The Association urged that a code be adopted to "modernize" federal control of winter sports. The Forest Service's advanced cooperation regarding winter sports was applauded, in contrast to the "outmoded policies" of the Park Service. This controversy had been simmering for several years in ski circles. The National Ski Association awarded the National Jumping Championships to the Milwaukee Road's Snoqualmie Ski Bowl, Seattle for 1941; the National Downhill Championships to Aspen, Colorado; and the International Open Downhill, Slalom and Jumping Tournament to Berlin, N.H.²⁷³

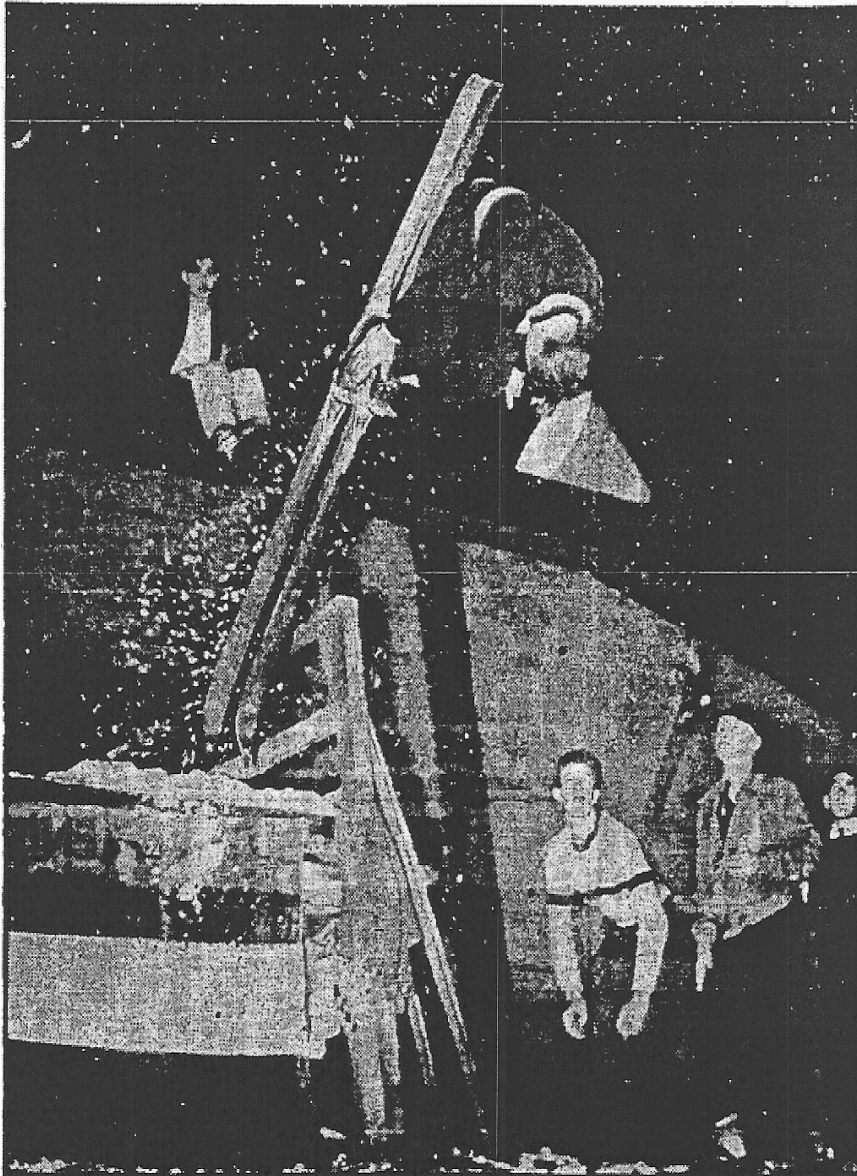
²⁷² *Ski Hail! Dates Set, National Meet is to be Split*, Seattle Times, October 9, 1939 (page 15).

²⁷³ *Park Service Criticized for Sports Policies*, Seattle Times, December 4, 1939 (page 21).

Seattle skiers got a chance to get excited about the upcoming ski season by attending an Indoor Ski Tournament at the Civic Ice Arena in November 1939, offering matinee and evening shows on Saturday and Sunday, November 10 and 11 - general admission \$.42, children \$.15. The tournament, sponsored by the Washington and Seattle Ski Clubs, offered ski jumping and slalom competitions. “Carpenters had erected, on the Stadium side of the Ice Arena, a spidery scaffold. It rose to the roof of the enormous building, and from its peak, cascading down toward a canvas-covered window, was the in-run of a ski jump.” Over 11,000 attended the two day event. Olav Ulland of the Seattle Ski Club dominated the jumping competition, Nordal Kaldahl of Wells, B.C. was second, and Ole Tverson of the Seattle Ski Club was third. Friedl Pfeifer, Sun Valley’s racing coach, won aggregate slalom honors, and Sigurd Hall of Seattle was second. Ulland did a somersault off the ski jump on jumping skis, saying “I’ll do a somersault if you’ll buy me a new pair of skis every time I break one.” Ulland “performed veritable miracles” with his somersault off the high jump in front of a projecting girder 18 inches above his head, which his ski hit every time he jumped. “Olav Ulland came so close to hitting the rafters Thursday when he did an exhibition somersault off the indoor jump, that the steel will shine for weeks.”²⁷⁴

²⁷⁴ *Ulland, Pfeifer Lead in Indoor Meet, 5,000 Applaud Performers at Ice Arena Show*, Seattle Times, November 11, 1939 (page 9); *The Timer Has the Last Word, & Ulland Leads Indoor Skiers*, Seattle Times, November 13, 1939 (page 19).

THIS IS GOOD OFF CHANDELIER



"I'll do a somersault if you'll buy me a new pair of skis every time I break one," said Olav Ulland of the Seattle Ski Club, No. 1 jumper in the Northwest Indoor Ski Championships which closed last night at the Ice Arena. So he did, each night—but without breaking his skis.—Photo by R. Schumann.

In the fall of 1939, the CCC built a new 100,000 gallon enclosed concrete reservoir "to assure adequate water supply at Paradise during the winter months." In 1939, 65,000 persons came to Paradise Valley for winter sports, and fewer than 100 skiers suffered injuries that required treatment,

showing that efforts to encourage “controlled skiing” are working.²⁷⁵

Northwest Skiing Recognized - Myriad of Events Planned

The New York Times recognized the growth of northwest skiing in January 1940. Winter sports have developed rapidly in the northwest ever since Union Pacific opened its Sun Valley resort in 1936. “Now the mountain ranges of Idaho, Oregon and Washington are dotted with ski citadels. The principal three are Sun Valley, Timberline and Mount Rainier National Park. This winter the looking Glass Ski Bowl in Oregon will be opened. It makes nineteen such places.” Washington’s resorts included Mount Rainier National Park, Mount Baker Lodge, Stevens Pass, Leavenworth area, Summit Inn, Snoqualmie Ski Bowl, American Ridge Ski Bowl, and Mount Spokane Ski Lodge. Included in major improvements made at northwestern resorts is a ski loft on Bald Mountain in Sun Valley that will transport skiers a distance of 3,200 feet. The lift is in three sections and trails have been laid out at the end of each of the sections. The top of the second section is “topped off by a cabin where hot chocolate and lunches will be served.” A \$100,000 lift had been built at Timberline extending up the glacier. Major tournaments were planned for the northwest “all the way from Puget Sound to the Sun Valley Lodge.”²⁷⁶

Sidney Shurcliff, landscape architect for the Boston Park Department, was at Mount Baker with a motion picture camera and skis. Shurcliff produced the comprehensive film, *Skiing in America*, shown at Meany Hall at the University of Washington, without including any scenes from Mount Baker. Friends had told Shurcliff, you “haven’t a film, Sid, until you have Baker.” As he

²⁷⁵ *Water Supply at Paradise Adequate, & Control Urged by Park Chief*, Seattle Times, November 8, 1939 (page 25).

²⁷⁶ *Northwest Plays Host, Great Snow Citadels Offer Winter Sports Far Into Spring*, New York Times, January 14, 1940 (page xxi).

stood at the top of Austin Pass, staring at the limitless expanse of powder snow, the rolling meadows, the generous slopes, Shurcliff said, “They’re right. I’ve never seen better skiing terrain”²⁷⁷

In January 1940, the Seattle Times discussed the year’s upcoming ski events. It had a picture showing the Ski Bowl’s jumping hill take-off where the jumping portion of the National Four-Way Championships would be held in March. The Penguin Slalom Race on Rocky Butte in the Snoqualmie Ski Bowl, a sanctioned giant slalom competition, would occur the following weekend. Skiers from clubs all over the northwest, including Canada, would attend. The annual race from Camp Muir to Paradise Lodge would be held on April 14, sponsored by the Huntoon Sliding and Social Club. The Club would also sponsor an event at Mount Baker on April 21 from the Huntoon Cabin, where 100 couples were expected to participate. A college ski meet was held at Sun Valley, Idaho, where the California team led the other teams in the competition for the Jeffers Cup. The winner of the Cup would be decided the next day by the jumping event. Gretchen Kunigk Fraser, of Sun Valley Idaho, had a “perfect day,” winning both women’s events. Tragedy struck in January 1940, as the \$20,000 ski lodge at Stevens Pass was destroyed by fire started by a smoldering cigarette. The lodge had been build by the CCC in 1938, and it had been operated for the convenience of skiers by the Forest Service. Skiers were raising funds to rebuild the lodge for the next season.²⁷⁸

²⁷⁷ *Baker Adds to Shurcliff Snow Scenes*, Seattle Times, January 21, 1940 (page 16).

²⁷⁸ *Penguin Slalom Race Opens Ski Season Today, & About Skiing: You Savvy “Schuss and Gelanderspung?*, Seattle Times, January 21, 1940 (page 7); *Stevens Loses its Ski Chalet*, Seattle Times, January 17, 1940 (page 19); *Skiing Lodge Destroyed*, American Ski Annual 1940-1941.

STEVENS LOSES ITS SKI CHALET



Fire, believed started by a carelessly tossed cigarette, razed the Forest Service lodge at the summit of Stevens Pass early Monday morning, and Mrs. Blanche Adams, whose husband, Don, operates the Stevens Pass lift, took this photograph of it. The building was destroyed. Harry Elofson, assistant superintendent of the Wenatchee National Forest, said the lodge probably will not be rebuilt.

Seattle Times, January 17, 1940 (page 19)

Ken Binns, the long time ski reporter for the Seattle Times who actively promoted the sport during the 1930s, wrote a series of articles in the winter of 1940, called "About Skiing." The articles were a combination of enthusiasm for the sport and practical hints for new skiers.

It isn't a question of whether people want to ski, it's how! Twenty million dollars and more was spent on the sport last year...togs to wear, skis to fall on, and all that. No other sport has captured the desire of fun-loving America as has skiing, in so short a space of time. We're undertaking, here, advice from one who has fallen more times than probably any other, in a given space of ski; who can and will continue to do it; but who offers you, with a firm

knowledge of the correctness of his recommendations, how to take it easily, and naturally, and still have fun.

The articles appeared on January 7, January 21, January 28, February 9, and February 11, 1940. The articles covered a range of topics from lingo (*You Savvy “Schuss and Gelandesprung?”*), to ski turns (stem, christie, etc.), to proper behavior on a ski train, equipment, and others. They were written in a tongue-in cheek manner designed to get the public excited about the sport.

Unfortunately, Ken Binns died unexpectedly on February 15, 1940, of a likely heart attack at age 41, at a service station near where he lived in Montlake.

Mr. Binns was an ardent skier and was known nationally both for his interest in the sport and his articles about it. He was credited with being one of the major factors in publicizing skiing into a major Pacific Northwest sport. He also wrote on hunting, fishing, mountain climbing and bowling.

Binns was a member of the Washington Ski Club and was an associate editor of the *American Ski Annual* and *Sports Illustrated*. The last of his “About Skiing” articles was published after his death on February 18, 1940. Binns had written articles about skiing for nearly a decade for the *Seattle Times*, and was one of the sport’s most important promoters in the Northwest. He was an expert about jumping and alpine techniques, and his insightful articles contained technical analysis that was both accurate and descriptive. An article about Binns in *American Ski Annual, 1940 - 1941*, said skiing in the Northwest and nationally “lost a notable and valuable figure...He was known intimately by a host of skiers in many parts of the country; while his newspaper writings on winter sports, mountaineering and other outdoor activities were immensely popular.” Binns got the “skiing bug” working in Portland ten years before, where he helped the Cascade Ski Club get the sport started on Mount Hood, and “won his spurs” in downhill and slalom racing.” When he became sports editor at the *Seattle Times*, he helped the Seattle Ski Club and the Washington Ski Club. “To him no small

credit is due for the immense popularity of skiing in every community around Puget Sound.” He was the secretary of the Pacific Northwestern Ski Association, but was reluctant to become too close to any ski club so he could “write as he pleased.” He promoted recreational skiing, “skiing for all.” In 1938, his major effort was organizing the ski school at the Snoqualmie Ski Bowl, sponsored by his paper, the *Seattle Times*, which has become an “institution in Northwest skiing. As long as it continues, it will be a monument to Ken Binns...He was...an important figure in American skiing and all interested in promotion of the sport owe his memory a large debt of gratitude.” In 1941, a trophy named for Binns was given to the outstanding student at the free Times ski lessons at the Milwaukee Bowl.²⁷⁹

Milwaukee Ski Bowl is Again the Center of NW Skiing

In the winter of 1940, the *Seattle Times* again offered free ski lessons at the Ski Bowl for Seattle High School students. Once again, Margaret Odell took the Queen Anne Ski Club skiers to the Ski Bowl for 10 weeks by train for ski lessons. An article in the Times described the philosophy of the ski school, *Control is Ski School Idea; Instructors Frown on High Speed Didoes*.

A controlled skier has a reasonable certainty of getting through his skiing without a broken leg. It's when they click skis together, point straight downhill and start a-booming, that they get into trouble. That sort of skiing will be sharply discouraged in the Times School...Ken Syverson doesn't care to teach it and the Times cannot encourage it. Here's what arriving high school students will be told when they get their skis and go for their first class. That any fool can schuss - for a moment. Schuss means roaring downhill, at cut-'er-loose speed. Only a skier who has mastery of his skis can make a turn. Only a skier who has learned the fundamentals correctly will, later, be able to make a correct, high-speed turn.²⁸⁰

²⁷⁹ “About Skiing,” *Seattle Times*, January 7, 1940 (page 23), January 21, 1940 (page 17); January 28, 1940 (page 18); February 9, 1940 (page 25); February 11, 1940 (page 17); February 18, 1940 (page 18). “Ken Binns of Times Staff, Dies,” *Seattle Times*, February 16, 1940 (page 22); “Ken Binns Dies,” *American Ski Annual, 1940 - 1941*.

²⁸⁰ Lucas, Joy, *The Ancient Skiers of the Pacific Northwest*, 2006, page 28.

On the opening day of the 1940 ski season, Dick Durrance visited the Ski Bowl and gave his glowing endorsement of the area and the ski lessons given there. He was impressed about the way that the ski school handled the 904 enthusiastic students who piled off the ski train and were quickly put into well organized classes. “There’s nothing like it in the East...There’s nothing like it in Europe. Not even in Germany, and I thought they developed mass organization of their skiers. You’ve got something here the whole world needs to know about.” Durrance was working at Union Pacific’s Sun Valley resort, where the northwest’s skiing star Don Fraser had been appointed sports director at the resort for the winter of 1940. Fraser was on the 1936 Olympic team, a two time winner of the Silver Skis Race on Mount Rainier, and on the 194 F.I.S. team. Opening day also saw Olav Ulland make the christening jump on the Ski Bowl’s giant new ski jump. “The potential of the hill, all the jumpers admit, is enormous.” Ulland jumped 210 feet, impressing the spectators, but Dick Durrance said he “was pulling his punches,..the hill wasn’t packed very well.”²⁸¹

The director of the Ski School at Mount Hood came to Seattle in January 1940, to look at the Times Free Ski School at the Milwaukee Bowl directed by Ken Syverson, to get some ideas about cutting down the number of ski accidents at Mount Hood. The ski trails at Mount Hood were “magnificent and the skier love them, but they get more than their quota of accidents because so many skiers had not learned to ski under control.” In 1939, the Seattle Times ski lessons “were conducted without a single injury worthy of its name.” Mount Hood’s director realized that “it is necessary to teach our youngsters the art of handling the boards at least to such a degree that they can

²⁸¹ “Durrance Gasps Over Ski School, Champion at Bowl with Record Crow of 904 Skiers,” & “*New Jump Hill Will Get Testing Today*,” *Seattle Times*, January 14, 1940 (page 22); “210-Foot Jump Dedicates Hill,” *Seattle Times*, January 15, 1940 (page 21); “Don Fraser Sun Valley Sports Boss,” *Seattle Times*, December 9, 1939 (page 9).

control themselves on our trails.”²⁸²

January 21, 1940, was “Kuay day” at the Ski Bowl, honoring students from Queen Anne High School. A record 579 students signed up for the weekly ski trips offered by the Seattle School system. Each week, a different high school took charge of organizing the activities, and that week, 200 Queen Anne students were in charge

under the guidance of Ms. Margaret Odell, Kuay Ski Club advisor...The Hilltoppers organized their group, marshaled the students from other high schools, junior high schools, and the University of Washington, and put their day over with a bang.”

A Kuay Lady of the Day was elected by the ski clubbers, Adrienne Gibbs, who said “you can’t beat our ski school.”

Nor did Queen Adrienne pass up the infectious swing-time dancing and aboard the train that set the tempo for the day; from every coach came school cheers; Roosevelt, West Seattle, Ballard, and every boy and girl shouted out his school’s name.

An electronic phonograph provided music on the train trip up and back from the Pass, creating “infectious swing-time dancing and singing aboard the train that set the tempo for the day.” A Queen Anne senior who was in charge of the electronic phonograph, described the social scene on the train.

I can’t keep up with ‘em, he declared. Too many requests, not enough “hot” records. They love to ski and they love to dance in their ski clothes. I’ll bet I’ve played “Oh, Johnny, Oh Johnny” fifty times. That’s the best thing about this trip to the Bowl; you not only have the fun learning to ski, but you have fun on the train too.²⁸³

In February 1940, residents of Kittitas County got good news. The Washington Motor Coach Company began offering trips to the Milwaukee Ski Bowl from Ellensburg on Saturdays and Sundays. The Ski Bowl did not permit private cars to access the ski area, since “to do so would have

²⁸² “Mecklem Seeks Information on Times’ Classes,” *Seattle Times*, January 21, 1940 (page 16).

²⁸³ “Kuays Swing to New Record at Times Ski Class,” *Seattle Times*, January 21, 1940 (page 7).

opened the bowl to those who came from sections which we served by special ski trains.” Access by bus allowed eastern Washington residents to come to the Ski Bowl for the first time. The Ski Bowl had put in an additional lift for the winter of 1940, and believed it had “one of the finest ski resort in all the West.”²⁸⁴



Skiers at Milwaukee Bowl with rope tow behind and the Olympian Tower to the right. Courtesy of Milwaukee Road Historical Association.

²⁸⁴ *Ellensburg Daily Record*, February 2, 1940, quoted on Milwaukee Ski Bowl website.

Ski Tournaments of 1940

In the Penguin Ski Club's first sanctioned ski tournament, a giant slalom race at the Snoqualmie Ski Bowl at Hyak, Sigurd Hall drew the number 1 position and was given the honor of opening the race, which ran from "the top of Rocky Butte and drops to the bottom in a whale of a hurry." However, Harold Smith won the tournament, racing down the mile-long course with a 1,600 foot drop and 25 gates, leading the Penguin Ski Club to a victory in the tournament, beating the University of Washington and Seattle Ski Club. Sigurd Hall of the Seattle Ski Club finished second. 1,360 spectators rode the Milwaukee Road special ski trains to the tournament.²⁸⁵

In late January 1940, Sigurd Hall of the Seattle Ski Club hurt his leg in a slalom race at the Tacoma Day Winter Sports tournament at Paradise on Mt. Rainier, but finished the race to finish 17th. The race was won by the U.W.'s Carl Neu, the National collegiate slalom champion.²⁸⁶

In late February 1940, Sigurd Hall of the Seattle Ski Club won the combined championship at the Olympic Peninsula ski tournament at Deer Park, finishing first in the downhill and third in the slalom. Bill Redlin of the Washington Ski Club was second. On the same weekend, Alf Engen, "the 31-year old jumping star from Sun Valley, Idaho," whom Hall would compete against in the National Four-Way Championships held in the Northwest later in the year, won the national jumping championships in Berlin, New Hampshire, proving he was the best ski jumper in the country.²⁸⁷

The Pacific Northwest Ski Association championships in slalom and downhill were held at

²⁸⁵ "Hall to Start Giant Slalom," *Seattle Times*, January 17, 1940 (page 19); "Harold Smith Victorious in Giant Slalom," *Seattle Times*, January 22, 1940 (page 143).

²⁸⁶ "Sigurd Hall is Hurt in Slalom," *Seattle Times*, January 29, 1940 (page 14).

²⁸⁷ "Sigurd Hall Takes Deer Park Honors, Seattle Racer Wins Combined Championship, Alf Engen Jumps to U.S. Title," *Seattle Times*, February 26, 1940 (page 16)..

Yakima on February 10 and 11, 1940. Bill Redlin (originally of the Sahalie Ski Club but skiing for the Washington Ski Club) won the men's combined championship, and Gretchen Kunigk Fraser (originally of the Washington Ski Club, Tacoma, but skiing for the Sun Valley Ski Club) won the combined women's championship after victories in both the downhill and slalom. Sigurd Ulland of the Leavenworth Winter Sports Club won the jumping event. That weekend, there were 32 skiers hurt at Mount Hood, including 12 broken legs, as the ski accident toll "assumed serious proportions."²⁸⁸

The jumping hill at Leavenworth had been "made even better" over the summer of 1939, by Civilian Conservation Corps workers, who raised the knoll and dropped the transition, meaning that earth was added to the bulging part of the landing hill and the "dip" deepened. Leavenworth's big 1940 tournament pitted Sigurd Ulland (the 1938 national amateur jumping champion who set a new competitive mark of 248 feet at Leavenworth in 1939) against Alf Engen, of Sun Valley, Idaho, who jumped 251 feet the same day. Sigurd Ulland had moved to Leavenworth in 1940, and was in charge of maintenance of its "great jumping hill." The Leavenworth club leveled a challenge against the Snoqualmie Ski Bowl's giant new jumping hill, which the Milwaukee Road expected to become "the greatest in America." "I'll bet we get greater distance on our hill...We've not asleep, you know." Engen won the Leavenworth event on February 4, 1940, jumping 252 feet, with Tom Mobraaton of Kamloops, B.C. (former Northwest champion) finishing second, and Sigurd Ulland third.²⁸⁹

²⁸⁸ "Redlin Wins Title, Seattle Skier Leads at Yakima," & "Ski Injury Rate High, Mount Hood has 32 Hurt," *Seattle Times*, February 12, 1940 (page 15).

²⁸⁹ "Sigurd Ulland Will Jump for Leavenworth," *Seattle Times*, January 9, 1940 (page 15); "Leavenworth Set, Jumpers Lined Up for Meet," *Seattle Times*, January 29, 1940 (page 15); "Engen's 252 Foot Jump Best, Winner's Leap at Leavenworth May be Record," *Seattle Times*, February 5, 1940 (page 15).

The Fjeld Ski Club of Stanwood held its ski jumping tournament at Mount Baker in early April 1939, featuring Reidar Anderson from Norway, Olav Ulland, one time holder of the world's distance-jumping record, and Tom Morbraaten, the Canadian jumping champion. Sigurd Hall entered the Class B competition, showing that he was still a novice ski jumper.²⁹⁰

National Four-Way Championships March 1940

The National Four-Way Championship was the big story of the year for Northwest skiing, which dominated skiing news. The tournament was scheduled for late March, but the F.I.S. downhill and slalom championship was awarded to the Utah Ski Club in February 1940, for March 30-31, so the date of the National Four-Way tournament was changed to March 13 - 17, 1940. The events were split between three different areas and the best skiers in the country competed. Downhill and slalom races were held on Mount Baker on courses set by Dr. Otto Strizek, the cross-country race was held on Snoqualmie Pass on an 11-mile course set by Hans Otto Giese, and the tournament concluded with a jumping competition held at the Milwaukee Ski Bowl at Hyak on a giant new lift that had been specially constructed for the event. This tournament was the high point in Sigurd Hall's career.²⁹¹

There were two main stories to at this tournament. First, the competition between Alf Engen

²⁹⁰ "Fjeld Ski Club Jumping Tournament Draws Stalwarts, Anderson Tops Entry List at Baker Sunday," *Seattle Times*, April 7, 1939 (page 21).

²⁹¹ "National 4-Way Meet Loses in Ski Ass'n Vote," *Seattle Times*, February 13, 1940 (page 19). The Milwaukee Railroad opened the Milwaukee Ski Bowl at Hyak, the eastern portal of its tunnel under Snoqualmie Pass, in the winter of 1938. It had a state-of-the-art ski lodge, an over-head cable ski lift (a J-bar), and was accessible in two hours from Seattle. It was the first modern ski area in Washington, and revolutionized local skiing. The Seattle Times provided free ski lessons at the Ski Bowl for Seattle high school students. In the fall of 1939, the Milwaukee Railroad spent \$15,000 building two "giant" ski jumps, designed by Peter Hostmark, a product of Norway's Institute of Technology. Lundin, John, "Milwaukee Ski Bowl, 1938-1950: Revolution in Local Skiing," *HistoryLink.org*, Essay 100601.

and Torgle Tokle, two Norwegians who were the best ski jumpers in the world, both of whom were at the top of their game who had competed against each other at other jumping tournaments throughout the year. However, since this event was a Four-Way competition, Engen and the others had to ski in four different events, a major test of their overall skiing ability, although Tokle competed in the jumping event only. Second the emergence of Sigurd Hall in the national arena, showing that he was one of the best Four-Way skiers in the country. This tournament was the high point in Sigurd Hall's career, that was tragically brought to an end one month later.

The New York Times of March 13, 1940 described the level of competition in the nationally important tournament, which would feature "the country's foremost all-around skiers, including Alf Engen, Sigurd Hall, Olaf Rodegard and Hjalmar Hvam, will compete "in the most difficult of all national championships."

With most of America's premier skiers in the West for the "Spring Circuit," and the numbers increased by reason of the fact that the European war has kept Americans home this season, the competition should be exceptionally keen.²⁹²

Dick Durrance, who the New York Times called "America's most versatile skier," and one of the favorites to win the competition, withdrew just before the start, citing a conflict with his job at the Sun Valley Ski resort, disappointing local crowds. The biggest event would be the jumping competition at the Ski Bowl. Alf Engen, a Norwegian ski instructor at Sun Valley, and Torger Tokle from Norway living in New York, would face off on the big jump. Tokle was looking for revenge after Engen beat him earlier that year in the National Jumping Championships at Berlin, N.H. Engen was also the favorite for the combined title after Durrance dropped out.

²⁹² *Nation's Ski Stars Launch Quest of 4-Event Title in West Today, Downhill Race Will be First Event of Meet in Washington - Durrance Will Defend Crown*, New York Times, March 13, 1940.

Sigurd Hall of the Seattle Ski Club won the first event, the downhill race at Mount Baker on March 13, getting a break as the heavy weather that hindered earlier skiers cleared for his run - he started 27th. Alf Engen was third in the downhill, after his brother Sverre, but won the slalom the next day, beating two dozen racers in the 2,000 vertical foot race. Hall finished third in the slalom, and led in the total point standings, being slightly ahead of Engen, as the action changed to Snoqualmie Pass. Experts expected Engen to win the Four-Way Championship, since he was a favorite in the jumping competition, was one of the most accomplished ski jumpers in the world, and was an accomplished cross-country skier. The skiers left Mount Baker for Snoqualmie Pass where the cross-country and jumping events would be held on the weekend.²⁹³

The 11-mile cross-country event at Snoqualmie Pass began and ended at the same spot, and consisted of one-third downhill, one-third uphill, and one-third on the flat. “If the winner isn’t close to the dish-rag stage when he’s all through he can take a place alongside Superman, the new hero of the Times comic scripts.” Both Alf Engen and Sigurd Hall were accomplished cross-country skiers, and they finished one place apart in the competition: Engen was fourth and Hall was fifth.²⁹⁴

The jumping event at the Ski Bowl continued to get most of publicity. A picture of Tokle getting off the airplane from New York being greeted by Seattle skiers appeared in the Seattle Times. The Milwaukee Railroad announced that special trains would take spectators up to the Pass on the weekend, leaving every ½ hour, beginning at 8:30 am. Thousands of spectators were expected to

²⁹³ *Competition Sponsored by Seattle Ski Club*, Seattle Times, February 21, 1940 (page 11); *Tokle to Jump in 4-Way Meet*, Seattle Times, March 7, 1940 (page 26); *National 4-Way Skiing Starts, Downhill Race Opens Tourney at Baker Today*, Seattle Times, March 13, 1940 (page 23); *Slalom Race Due at Mt. Baker Today, Downhill Race Won by Hall in Four-Way Series*, Seattle Times, *Jumping Champ Heavy Favorite for Bowl Leaps*, March 15, 1940 (page 28).

²⁹⁴ *Cross-Country Today; Jumping Due Tomorrow*, Seattle Times, March 16, 1940 (page 9); *4-Way Champion Superb in Leaps of 224, 235 Feet*, Seattle Times, March 18, 1940 (page 19).

line the course. Because of the expected heavy attendance, special outdoor eating facilities were set up. Expectations were high that one of the jumpers would beat the national jumping record of 257 feet which had been set that year at a meet in Wisconsin. The headline in the Seattle Times of March 17, said *Engen, Tokle to Head Up Special Event*, and the story said "They'll shoot the works at the Ski Bowl Today, and girls and boys, we do mean shoot." Twenty jumpers would compete on the Class A jump on the Ski Bowl's Olympian Hill, which had not been tested before in competition, and others on the Class B jump. Sunday's jumping event overshadowed the cross-country competition on Saturday, a rough 11 mile course.

Tokle had longer jumps than Engen, but Engen won the jumping competition as Tokle "failed to display the form" shown by Engen, on a day when the weather was perfect and the snow fast. The Times said, *Form Scored Over Distance*, and published a picture of Tokle flying high off the jump over the Ski Bowl saying, *Torger Tokle Rides out of the World*. Tokle jumped 238 and 235 feet, while Engen jumped 224 and 235 feet. In ski jumping, points are awarded for form as well as distance, so Engen won the event with more form points than Tokle. Tokle said he had practiced distance jumping and had not worked hard enough on form. Hall finished 13th in the jumping competition, a major accomplishment since this was the first time he had ever jumped in the Class A event - he had previously competed in the Class B novice category.

Engen, "the stocky skiman from Sun Valley went off with the works," winning the overall title in the Four-Way competition. Engen's brother Sverre was second in the Four-Way competition, Sigurd Hall of the Seattle Ski Club was third, and Hjalmar Hvan of Portland's Cascade Ski Club was fourth. Fans had hoped to see a new national record set, but the best jump of the day fell 19 feet short of the record of 257 feet set in Wisconsin. The "newsreel boys" expressed disappointment that

they only had one spill to film in the jumping event, as only the first jumper fell, and the rest rode out their leaps.²⁹⁵

Engen was far more experienced in ski jumping than was Hall, and that was the difference in the tournament. In 1939, Hall was still a Class B jumper, while by 1940, Engen had won the National Jumping Championship multiple times, including that winter, and was one of the best ski jumpers in the world. Hall's third place finish against this level of competition was impressive, and showed that he was one of the best four-way competitors in the country.

The New York Times published an article about the event on March 3 1940 (page 22): *Alf Engen Takes 4-Way Ski Title - Clinches Honors at Seattle in Jumping Test - Brother Sverre is Runner-up*. The event featured some of the nation's leading skiers competing in front of 8,000 spectators. Engen of Sun Valley took the final event, the jumping contest at the Snoqualmie Ski Bowl, although his rival, Torger Tokle of New York, made the longest jump of the tournament.

The Milwaukee Ski Bowl ended the 1940 season on March 27, with only 18 inches of snow remaining.

F.I.S. Downhill and Slalom Championships at Alta, Utah

The F.I.S. Downhill and Slalom Championships, hosted by the Utah Ski Club, were held at Alta, Utah on March 30-31, 1940. Sixty top skiers from 21 clubs, eleven states and five countries entered, and Dick Durrance, "the former Dartmouth ace and Olympian, who took five of the six

²⁹⁵ *Competition Sponsored by Seattle Ski Club*, Seattle Times, February 21, 1940 (page 11); *National 4-Way Skiing Starts, Downhill Race Opens Tourney at Baker Today*, March 13, 1940 (page 23); *Slalom Race Due at Mt. Baker Today, Downhill Race Won by Hall in Four-Way Series*, March 14, 1940 (page 29); Seattle Times, March 15, 1940 (page 28); *Jumping Champ Heavy Favorite for Bowl Leaps, Cross-Country Today; Jumping Due Tomorrow*, March 16, 1940 (page 9); *Engen, Tokle to Hook Up in Special Event*, Seattle Times, March 17, 1940 (page 21); *Engen Beats Tokle on Form, 4-Way Champion Superb in Leaps of 224, 235 Feet*, March 18, 1940 (page 19); *The Timer Has the Last Word*, Seattle Times March 20 1940 (page 21).

national titles at Sun Valley” the prior week, was the favorite to win. The races took place in a 60 mile-an-hour gale “that made visibility almost zero at many points.” The New York Times reported that Bill Klein from Lake Tahoe, “the former Tyrolean ace” who was coaching at the University of California, won the downhill with a two mile descent and a 2,900 foot drop, beating “some of skiing’s mightiest runners.” Seattle’s Bill Redlin took surprised the field by taking second.

Perhaps even more spectacular than Klein’s workmanlike job was the showing of 19-year-old Bill Redin of Washington. This trimly built lad had not taken to skiing until two years ago and yet today he flashed his steel edges in front of an international field that saw him beaten only by an instructor. The 136-pound Pacific northwest title holder, who was one of six to take the hazardous run cleanly, finished in the superb clocking of 2:10.3.

“Even so capable a skier as Durrance...met disaster approaching the small gully schuss about one-third the way down,” picked up too much speed, failed to see a snowdrift, “and went soaring through the air fifty feet for a severe spill.” Sigurd Hall of Seattle was 7th in the downhill. Dorothy Woolsey, “American Olympian and F.I.S captain,” won the women’s downhill, finishing “without a spill,”beating Nancy Reynolds. Dick Durrance won the slalom on a course set by Sun Valley’s Otto Lang, that was “one of the best slalom courses every run in this country.” Harry Hillman, Durrance’s teammate from Dartmouth skiing for Sun Valley, was second in the slalom, Dick Mitchell, also skiing for Sun Valley, was third, and Walter Prager was fourth. Nancy Reynolds won the women’s slalom, and learned that the judges reversed the finishing order of the downhill, making her the downhill winner and the winner of the combined. Walter Prager won the combined title with 314 points, and “A 20-year old University of Washington lad, Bill Redlin, who started to ski only two years ago at Mount Rainier, was runner-up with 316 in the two-event battle,” according to the New York Times. However, the Seattle Times reported that a recheck of the men’s downhill disqualified

the original winner, Bill Klein, giving the downhill title to Redlin who “streaked down the treacherous Peruvian Gulch course” to “outclass a field of top-flight American and Swiss skiers.” That also gave him enough points to win the combined title. The paper called Redlin “the Northwest ski-sensation of the 1939-1940 season.” He had won the “P.N.S.A combined downhill and slalom championship, and then topped such international aces as Toni Matt in winning the Utah Ski Club’s F.I.S. open downhill and slalom combined title.”²⁹⁶

Silver Skis Race - Sigurd Hall is Killed

The 1940 ski year ended on a tragic note as Sigurd Hall, a well-known local skier and mountaineer, was killed in the Silver Skis Race on Mount Rainier in April, skiing on icy slopes and in foggy weather. Hall was killed when he veered off course a half a mile from the top and hit a rock, in a dense fog, becoming the first death in ski competition in the U.S.

Sigurd Hall, of the Seattle Ski Club, one of the Northwest’s outstanding downhill ski racers, was killed on Mount Rainier yesterday during the running of the annual Silver Skis race. Hall, who last month had captured third place in the downhill portion of the national Four-Way tournament on Mount Rainier, crashed into some rocks approximately three-quarters of a mile from the start of the 3.16 mile race.

The 25-year-old skier was placed on a toboggan to be carried to Paradise Inn, but dies en route to the lodge. Dr. S.F. Herrmann of Tacoma said it was apparent that head injuries were the cause of Hall’s death. Witnesses suggested that fog, which at times covered the upper portion of the course, probably was the cause for Hall’s loss of control. Snow on that portion was crusty, icy in spots, and terrifically fast. Constants attained speeds of close to fifty miles an hour soon after starting.

Hall, as he approached the rocks just below Anvil Rock, lost his balance and fell headlong. Two other contestants were injured in this race. Vince Broz, Seattle, suffered a fractured leg,

²⁹⁶ “National 4-Way Meet Loses in Ski Ass’n Vote,” *Seattle Times*, February 13, 1940 (page 19); “Durrance and Miss Reynolds Top Skiers at Salt Lake City Today,” *New York Times*, March 30, 1940; “Klein and Miss Woosley Win F.I.S. Honors Over Mountainous Corse in Utah,” *New York Times*, March 31, 1940; “Dick Durrance Wins F.I.S. Slalom,” *New York Times*, April 1, 1940; “Redlin, Seattle, Wins Ski Race,” *Seattle Times*, March 31, 1940 (page 21); “Redlin Will Ski for Husky Club at Sun Valley,” *Seattle Times*, December 23, 1940 (page 16).

and Paul Sceva, Jr., also of Seattle, sprained a knee...

Hall's death marked the second accident of major importance to be recorded on Mount Rainier this year. William Bigelow, 28, and Duane Truesdale, 20, both University of Washington students, were injured critically March 24, when they collided head-on on the steep slope of Alta Vista above Paradise Valley.²⁹⁷



Sigurd Hall, Seattle skier, who was killed in a skiing accident at Paradise Valley, Mount Rainier, yesterday afternoon. Hall, competing in the annual Silver Skis downhill race, swerved from the course and crashed into rocks, receiving fatal injuries.

Seattle Times, April 14, 1940 (page 1)

Paul Gilbreath of the Washington Ski Club raced to victory in the Silver Skis race, "but there was no elation over the win. Death took Sigurd Hall, Seattle Ski Club downhill star, during the running." Tony Matt of North Conway, New Hampshire, finished second by two seconds. Nancy Reynolds of Sun Valley, Idaho, won the women's race, beating Shirley McDonald of the Washington Ski Club.²⁹⁸

The New York Times carried an article about Hall, saying that Sigurd Hall, 25, "was killed instantly on the slopes of Mount Rainier today during the annual Silver Skis tournament. He became lost in a dense fog, fell and struck a rock head first, while traveling at high speed...Hall apparently lost the trail because of the fog and hit a projecting rock. Paul Sceva, Jr. Of the University of Washington went end over end just before the finish,

²⁹⁷ Hall, *Ski Star, Meets Death on Mount Rainier*, Seattle Times, April 14, 1940 (page 1).

²⁹⁸ Gilbreath *Wins Silver Skis Race*, Seattle Times, April 14, 1940 (page 17); Galvin, *The "Silver Skis" Race on Mt. Rainier*, Sahalie Historical Note #11.

righted himself to a sitting position and coasted across the line, unconscious. His knee was sprained.²⁹⁹

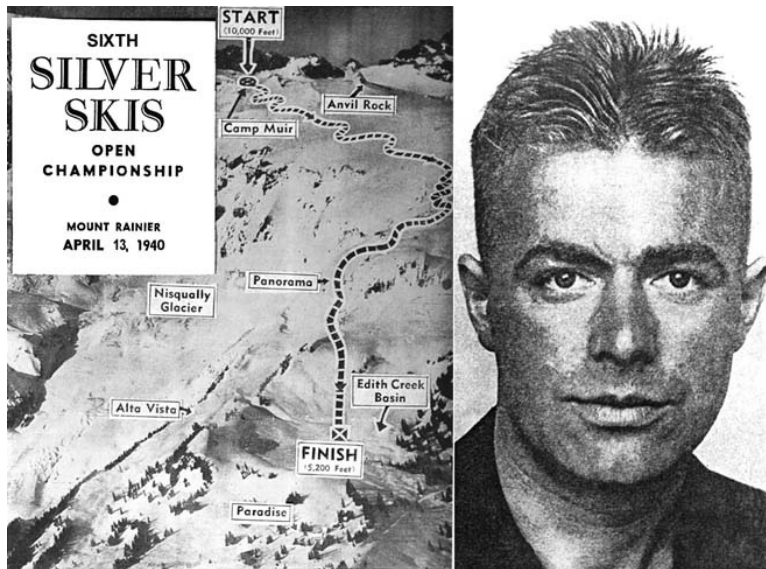
Hall was believed to have no relatives living in the United States when he died. His mother, who lived in Norway, was sent a message about her son by the men with whom Sigurd lived in Seattle, Bert Mortenson, Knut Jensen and Kolbien Kaltver. However, it could take weeks for the message to reach her because of the war's interference with communications in Norway. Roy Nerland, president of the Seattle Ski Club, the Immigration Bureau, and the Norwegian consulate were trying to locate other relatives of Hall. Sigurd's brother was serving with Norwegian troops resisting the German invaders. A committee of the Northwestern Ski Association held a hearing into Hall's death at the Silver Skis Race. Committee members heard testimony about race and course conditions, and other facts pertinent to the event. Committee members consisted of Earl Morrison of the Spokane Ski Club, Fred McNeil of the Cascade Ski Club; Chester Wilcox of the University of Washington Ski Club, and Herb Lonseth of the Seattle Ski Club.³⁰⁰

²⁹⁹ *Skier is Killed in Race, Seattle Man, Lost in Fog, Strikes Rock on Mount Rainier Slope*, New York Times, April 14, 1940.

³⁰⁰ *Sigurd Hall*, Seattle Times, April 5, 1940 (page 23); *Skiers to Meet in Hall Hearing*, Seattle Times, April 17, 1940 (page 26).



Sigurd Hall (no. 16) at the start of the 1940 Silver Skis race. Toni Matt (no. 14) also appears in the picture. Picture from Alpenglow.org.



Sigurd Hall and course map for 1940 Silver Skis Race, Skoog, Alpenglow.org

Hall's family in Norway finally heard the news of his death, but it was delayed and they did not get many details, as described by Lowell Skoog.

War engulfed Norway within days of Hall's death in the Silver Skis race. Mail to the Hoel

farm in the Sunndal Valley was disrupted. News of Sigurd's death reached the family, but the details were sketchy. As the oldest son, Sigurd would have inherited the farm if he had returned to Norway. The property went to his younger brother instead, and the memory of Sigurd Hoel passed into family legend.

The family did not learn many of the details surrounding Sigurd's death until a relative contact Lowell in 2002.³⁰¹

Sigurd Hall's tragic death had a significant impact on the nation's skiing community. The American Ski Annual for 1940 - 1941, published several articles about Hall's death in the Silver Skis Race, which are summarized by Lowell Skoog in Alpenglow Ski Mountaineering History Project. Fred H. McNeil's ten page article, *The Death of Sigurd Hall*, is the most detailed description of the race and Hall's death.

McNeil said that "in his passing, skiing of the region lost its number one man of the 1939 - 40 season in down-mountain racing. Among the amateurs of the nation in this same season, Hall must be rated as fifth or sixth." Hall was 33 years old at his death, "skiing was close to a passion," and for a number of years he had been "gaining prestige in competitive circles, notably as a skilled and fearless downhill racer. Hall had quit his job in the winter of 1940, to concentrate on training and competition, his friends believed that 1940 was to be his "year of destiny in skiing," and Hall had a goal of placing high in the National Four-Way competition to be held in the Northwest in March 1940.

McNeil described the conditions of the Silver Skis race of 1940, and the details of Hall's accident and death, held one week after the tournament at Mt. Hood.

Fog was always an issue for the Cascade mountains because of the proximity of the ocean,

³⁰¹ Skoog, Lowell, *The Legend of Sigurd Hall*, <http://alpenglow.org/climbing/sigurd-hall-2006/index.html>.

and there was layering of fog on race day, but “parts of the course were always clear, and the weather was described as average.” Several of the competitors ahead of Hall declined to start the race, given the conditions they faced, but at the start, Hall was “fine-strung and tense, keyed up, raring to go.” Prior Silver Skis races had been run previously under “much worse meteorological conditions.” At no time did the officials consider postponing the race because of the conditions. The race course was clear for a considerable distance from the top, before racers entered mist,

which became progressively denser, then thinned out again as the course descended through its last one third of distance. The fog formed over Nisqually glacier, to the left of the course as one looked up at the mountain. As the sun warmed the air, ascending currents lifted it while westerly winds disbursed it across a portion of the course. The fog volume varied during the day. In the cooler morning, as the large race party ascended, there was little of it to be seen. It became more abundant as the sun’s heat generated the condition.

The course was described as being hard, icy and exceedingly fast in the opening stretches and tremendous speed was possible. Gradually, in the first mile the surface softened and in the glades the icy conditions disappeared. This was where the racers entered the fog belt.³⁰²

The race was sanctioned by the Pacific Northwestern Ski Association. Hall had practice runs on the course for three days before the race. The course was marked with 100 red flags, 17 yellow flags, and three control gates, but there were no control gates above the scene of Hall’s accident. Paul Galbreath, who won the race, also skied to the left of the red flags near the accident scene, but “soon recovered the track.” Toni Matt, a ski instructor from New England, was skiing under control and not as fast as Hall. Matt was further off course to the left than Hall near the accident scene, but “with magnificent skill checked and swerved sharply to his right, back into the course.”

The fog thickened as Hall came along, and he was skiing “wide open.” Three witnesses saw him drive into the rocks and described the accident.

³⁰² McNeil, *The Death of Sigurd Hall*, page 43.

Hall's speed was so high, it was related, that he had no chance to turn when he saw the danger. That he did see it was apparent for, just before the impact, he made an effort to veer.

On the upper side of the wedge were several smaller rocks protruding through the snow; just a few inches, perhaps. Hall's skis hit these and shattered. A few feet further he hurtled, head first, into the hump, his body striking with a glancing blow two of the spectators. Such was his speed that he was thrown entirely across this wedge, possibly ten feet wide, and into the snow beyond, stopping 40 feet below. From the point where his skis were shattered to the point where his body stopped, it was nearly 60 feet. One of the spectators who had been trained in first aid hurried to him, but apparently he died instantly.³⁰³

A national park ranger testified that measurement had shown the distance from the spot where Hall struck to the nearest point of the race "groove" was 45 feet."

Speculation over occurrences like this is endless and the main inconclusive. Was Hall, in an overpowering determination to win this race, running faster through the fog than good judgment would dictate? Perhaps so, but history abounds with the records of men who have cast caution aside in order to gain victory...³⁰⁴

McNeil said the race officials were not lax in their flagging of the course - the course was well marked. "The fog, be it remembered, thickened rather suddenly and at times it lifted. Those who went to the top but did not start desisted, they said, because of the condition of the snow, not due to the fog." McNeil concluded that "[t]he sober judgment of people experienced in such races, both as participants and officials, can only be that it simply was a case of the percentage catching up in a hazardous business."³⁰⁵

The commission that examined the Silver Skis race where Hall died made a number of recommendations for future races, none of which were new, according to the author. Since downhill is purely a speed event, "there should be a minimum of restraint" for speed for such races. New

³⁰³ McNeil, *The Death of Sigurd Hall*, pages 43 - 45.

³⁰⁴ McNeil, *The Death of Sigurd Hall*, pages 45, 46.

³⁰⁵ McNeil, *The Death of Sigurd Hall*, page 46.

rules should be drawn up that recognize that inclement weather conditions are common in the Cascade Mountains, such as setting minimums on the number of flags required for certain courses. More preparation should be made for last minute flagging, and more information on last minute conditions should be made available to contestants. Spots of exceptional hazard shall be “funneled” with blue flags in a highly visible control gate. Last minute inspections of the courses should be made by a special committee, racers should be consulted, and the prevailing opinion relayed to the race officials. Course policing should be more adequate, with plans to postpone the races if necessary. More first-aid stations should be available on courses, with services placed high on the hill so they can go to the accident scenes quickly. McNeil hoped that Hall’s death would lead to these suggestions being translated into a special code at the next meeting of the ski association.³⁰⁶

Rita Marrah Hume’s article, *Four-Event National Championships*, discussed the Four-Way National championships that were held in Washington in March of 1940, where Sigurd Hall finished third after Alf Engen and Torger Tokle, internationally famous racers (all of whom were Norwegians). She described the banquet held after the race.

At the awards banquet, Alf and Sverre Engen, who finished first and second overall, hosted third place finisher Sigurd Hall on their shoulders to the tune of "He's A Jolly Good Fellow." The author writes: "It is a memory that will live long in the minds of his fellow racers, those who knew and liked him best. For just one month later Hall's meteoric and successful ski career came to an abrupt close when he lost his life while participating in the sport he loved."³⁰⁷

Seattle Park Department Abandons Ski Park - Ski Lifts, Inc. Takes Over

In the spring of 1940, the Seattle Park Department got out of the ski business, after Seattle

³⁰⁶ McNeil, *The Death of Sigurd Hall*, pages 47, 48.

³⁰⁷ American Ski Annual, 1940 - 41,
<http://alpenglow.org/ski-history/notes/period/asa/asa-1940.html#asa-1940-p38>.

residents concluded that Snoqualmie Pass was too far away for a city park. The Seattle Times of January 29, 1940, mentioned the “municipal hill just turned back to the forest service.” The ski operation at Snoqualmie Summit was taken over by a private company, Ski Lifts, Inc., which had built the rope tow and run the concessions since December 1937, and the area was renamed Snoqualmie Summit Ski Area.³⁰⁸

Fall of 1940

In the fall of 1940, Sahalie Ski Club installed its own rope tow at its lodge in Commonwealth Basin, on what later became the Alpenthal road. “Sahalie Ski Club members packed their new ski tow motor to Snoqualmie Summit yesterday [December 7, 1940] and an ‘installation’ party will be the main order of business today. The Sahalie membership voices a hearty vote of appreciation to Lars Nerland, Earl Swan and their helpers for the work they put in readying the lift motor for winter operation.” Sahalie’s club lore says that it had the first rope tow ever to use an automobile brake to stop people from sliding backward in the event of a shut-down. Seattle College’s ski team would compete against the Portland University at Mount Hood during the winter of 1941. “Looks like a good year for the Mount Bakerites with Virg Moffett in the president’s chair.”³⁰⁹

Stevens Pass saw significant improvements in the fall of 1940, with the Times reporting

³⁰⁸ Ski Lifts, Inc. was begun by Jim Parker and Chauncey Griggs and several others. The company installed and operated rope tows at Snoqualmie Summit, Mount Rainier and Mount Baker. In 1942, Chauncey Griggs sold his stock in Ski Lifts, Inc. to Webb Moffett, who had operated the facility since 1937, and Rance Morris for \$3,500. Moffett later purchased all the stock in the company for \$15,000 and became sole owner. Lights were installed after WW II for night skiing, and the Thunderbird chair lift was installed in 1954. The company eventually took over all the ski operations on Snoqualmie Pass, including Alpenthal, Ski Acres and Hyak. The company operated the area until 1998, when it sold its operations to Booth Creek Ski Holdings, Inc., a company that operates ski resorts nationwide. Moffett Ski Lifts, Inc. file; Prater, Yvonne, *Snoqualmie Pass, From Indian Trails to Interstate*, pages 133 - 137; www.aplental.com/history.htm; www.summitatsnoqualmie.com; www.hyak.net/history.htm; Alpenglow.org/skihistory/chronology/Snoqualmie-info.htm.

³⁰⁹ *Sitz-Marks and Remarks*, by Chick Garrett, Seattle Times, December 8, 1940 (page 20); Galvin, David, *Early Ski Tows*, Sahalie Historical Note #6.

“[s]ki lodges are sprouting up Stevens Pass way.” This was good news, since the National Park Service made private ski club quarters at Mount Rainier taboo, and Mount Baker had failed to “ hit a progressive pace.” At Stevens Pass, a Forest Service lodge had been constructed using Forest Service funds and public subscription which would be open to the public in both winter and summer thanks to the Forest Service and the CCC. The Everett and Wenatchee Ski Clubs backed the lodge “financially and physically.” The Everett Ski Club and the Wenatchee Ski Club backed the lodge “both financially and physically.” The Wenatchee Ski Club constructed the huge furnace at the lodge. “The construction work was done by C.C.C. boys under the direction of Forester George Dennis” of the Forest Service. An additional \$1,500 was needed to complete the interior work and furnishings. Seattle’s Penguin Ski Club laid the cement foundation for its clubhouse, which would be finished the following summer, which will resemble the Seattle Ski Lodge at Snoqualmie Pass. The Friars built a lodge which was closed in but not yet completed. The Everett Ski Club had an “expertly-designed lodge mid-way between the Friars and the government building.” The Mountaineers cleared their building site and planned to begin construction the following summer. The Skykomish and Wenatchee Ski Clubs had chosen building sites. “Some Stevens Pass-goers believe the area may soon outdistance both Mount Baker and Mount Rainier areas in the attraction of ski week-end crowds.”³¹⁰

³¹⁰ *Stevens Pass Skiing Booms*, Seattle Times, December 8, 1940 (page 20).

NEW STEVENS PASS LODGE OPENS NEW YEAR'S



The Stevens Pass Recreational Council, which includes representatives from all ski clubs and groups interested in Stevens Pass development, is proud of the new Stevens Pass Lodge which replaces the one which burned last year. New Year's Day will be "open house" at the lodge and the public is invited to visit the new structure.

The Lodge has been financed by public subscription and built through the cooperation of the United States Forest Service and the C. C. C. The building is valued at \$25,000, of which only \$1,500 remains to be subscribed, this amount being needed for interior work and furnishings.

Seattle Times, December 29, 1940 (page 15)

Between November 14 - 16, 1940, the second annual Northwest Indoor Jumping Tournament was held at Seattle's Civic Ice Arena, where the contestants competed on a "giant man-made hill." Competitors included Alf Engen, national jumping and four-way champion, Olav Ulland, defending champion and claimant of one of the world's longest jumps, and Harold Jansen, youthful member of the Norge Ski Club, Chicago. Fifteen Class A jumpers and 15 Class B jumpers would "pour down the seventy feet of ice in-run from a high tower outside the arena's south wall, through a twelve-foot window, and 'umph' from the takeoff to soar out over the slope. Even though he had never before jumped indoors, Engen won with a jump of 64 feet, beating Howard Dalsbo of Seattle, Olaf Rodegaard of Portland, Karl Bandsvik, and Tony Knutson. Olav Ulland fell on his second jump but pleased the crowd "with two of his hair-raising somersaults from the takeoff of the indoor hill." The

indoor course only had a 100 foot runout which “is hardly enough and some of the bays took a beating as they swished down off the giant man-made jumping slope.”³¹¹

In November of 1940, there was a rumor that the Milwaukee Ski Bowl may become the training site for special United States Army ski troops. A plan had apparently been suggested whereby Army men selected would be drilled at the Ski Bowl from Monday to Friday with Ken Syverson Ski School instructors. Adding credence to the rumor was the story that the 3rd Division (Regular Army) and 41st Division (National Guard) were authorized to purchase skis.³¹²

In December 1940, the Forest Service completed building a new warming hut at Heather Meadows that cost \$5,000, after a year of work done by the Civilian Conservation Corps. The building had a waxing room and a lunch room, but no cooking facilities.³¹³

Changes at the Milwaukee Ski Bowl

In November 1940, Milwaukee Bowl officials said two more feet of snow were needed before the area would open for the season, where many improvements had been made. At the lodge, a stairway had been removed giving more room for skiers on the first and second floors, 30 lockers had been installed to allow skiers to check their equipment overnight or from weekend to weekend, and ten murals with ski motifs had been painted on the wall by UW art students. One new ski lane had been opened, stumps had been removed for the two ski tows, “and skin-smooth skiing assured on all of the favorite sitzmark slopes.” One tow took skiers to the old railroad grade, where after 1/4

³¹¹ Engen, Pfeifer to Co-Star in Annual Ice Arena Tournament, Seattle Times, November 13, 1940 (page 27); Alf Engen Heads List of Jumpers for Ski Tournament, Seattle Times, November 14, 1940 (page 28); Alf Engen Wins Indoor Jumping, Seattle Times, November 17, 1940 (page 15).

³¹² Ski Soldiers May Drill at Bowl, Seattle Times, November 13, 1940 (page 27).

³¹³ Heller, Ramon, *Mount Baker Ski Area, a Pictorial History*, the Mount Baker Recreation Company, 1980, page 45.

mile of skiing, the secondary rope tow lifted them 1,000 feet higher to the crest of Rocky Point. The rates for the special ski train were unchanged from the prior year: regular round trip fare was \$1.25, with students able to travel as a special rate of \$1.00 on Saturdays, with one train leaving from Seattle at 8:30 am, and returning at 5:00 pm.³¹⁴

In the fall of 1940 and winter of 1941, the Ski Bowl began a transition from called the Snoqualmie Ski Bowl to the Milwaukee Ski Bowl, presumably to eliminate confusion with the Snoqualmie Summit Ski area. The city of Seattle got out of the ski business after the winter of 1940, and for the winter of 1941, the operations of the Municipal Ski Park at Snoqualmie Summit were taken over by Ski Lifts, Inc., the company that built and operated the rope tow and concessions there since winter of 1938. It was referred to as the Snoqualmie Pass area and later the Summit ski area.³¹⁵ There was no formal announcement of the change of the name of the Ski Bowl at the time, but it was a matter of practice until the Ski Bowl reopened for the 1947 season, when it was permanently known as the “Milwaukee Ski Bowl”³¹⁶.

From the fall of 1940 through the winter of 1942, the Ski Bowl was referred to interchangeably as the Snoqualmie Ski Bowl and Milwaukee Ski Bowl. In an October 14, 1940 article, the Times said the chief tournament for 1941 was the national championship jumping meet at the Snoqualmie Ski Bowl in March 1941. On October 27, 1941, the Times said that a ski instructor at the

³¹⁴ *Ski Bowl Ready for Opening, Milwaukee Road Officials Await 2 Feet of Snow; Special Ski Train Rates Unchanged*, Seattle Times, November 13, 1940 (page 27).

³¹⁵ Webb Moffett will handle the Snoqualmie Pass tows, with likely rates \$1 for all day and \$.05 a ride. *10 Cents Please, Ski Lifts, Inc. Lists Rates*, Seattle Times November 12, 1941 (page 24).

³¹⁶ For its reopening in 1947, the American Annual Ski News for the 1946 - 1947 season, Milwaukee Road Ski Bowl Developments, said “in order to avoid confusion with the Snoqualmie Ski Area, the name has been changed to the Milwaukee Road Ski Bowl.”

Milwaukee Ski Bowl would become the “ski maestro” at Deer Park. This was the first reference to the Milwaukee Ski Bowl. The ad run by the Milwaukee Road on January 2, 1941, referred to the Snoqualmie Ski Bowl. The Penguin Ski Club was one of the first clubs call the area the Milwaukee Ski Bowl, beginning in January 1941. Although the Seattle Times said the Penguin Ski Club meets were held at the Snoqualmie Ski Bowl, the club’s trophies referred to the Milwaukee Ski Bowl. According Matt Broze Sr.’s son, his father’s second place trophy from Penguin Ski Club’s giant slalom race held on January 12, 1941, says it took place at the “Milwaukee Ski Bowl”.

In 1940, the Ski Bowl was called the Snoqualmie Ski Bowl 118 times in the Seattle Times, and the Milwaukee Ski Bowl three times. In 1941, the Times referred to the Snoqualmie Ski Bowl 98 times, and the Milwaukee Ski Bowl six times. In 1942, the area was called the Snqoualmie Ski Bowl 98 times and the Milwaukee Ski Bowl six times. After World War II, the area was called the Milwaukee Ski Bowl all the time, except for one reference to the Snoqualmie Ski Bowl in 1946.³¹⁷

C. 1941 SKI SEASON

The winter of 1941 was the last peace-time ski season before World War started. Skiing enthusiasm continued to grow, but hints of the conflict to come were seen by the fact that Army ski troops were training at Mount Rainier.

The Milwaukee Ski Bowl opened its third season on the weekend of January 4 & 5, 1941. Milwaukee Road ads said “You can enjoy endless thrills and healthful fun at the beautiful snow fields at the Milwaukee Railroad’s popular Milwaukee Ski Bowl. With its facilities improved every

³¹⁷ *Ski Group Completes '40 - '41 Plans*, Seattle Times, October 14, 1940 (page 23); *Sitz-Marks & Remarks*, by Chick Garrett, Seattle Times, October 27, 1940 (page 21); Milwaukee Road ad, Seattle Times, January 2, 1941 (page 10); *Boyd, Laurie French Win Slalom Race, Portland Ski Stars Take Men’s Women’s Title Event*, Seattle Times, January 13, 1941 (page 17); *Snow Tunnel is Entry*, Seattle Times, February 10, 1946 (page 19).

year, the Ski Bowl is better and more popular than ever.” Seattle Times Free ski lessons were again were under the supervision of the Ken Syveson Ski School, which also ran the ski school at Mount Baker. The Pacific Northwest Ski Association would offer ski jumping lessons to juniors the upcoming winter at the new small Class C ski jump located at the Milwaukee Ski Bowl given by Olav Ulland. Once it was finished, “the junior jumpers will have a fine, small-gauge hill at their disposal.” The Times offered racing lessons in the winter of 1941, led by Scott Osborn, veteran northwest ski racer and Ski School Director. Although the Times expected a “slack-off in ski school attendance, participation surprisingly increased as “more than 400 tenth-grade, high school and University of Washington students seriously applied themselves to the snowplow, stem turn and stem christie.” 1007 skiers rode the ski train, and almost half received instruction.³¹⁸

³¹⁸ Milwaukee Road ad, Seattle Times, January 2, 1941 (page 10); *Times Ski School Opens Saturday, Registration Cards, Signed, Due Wednesday & Stizmarks and Remarks* by Chuck Garrett, January 5, 1941 (page 16); *Prep Ski Clan Eager for New Racing Classes*, Seattle Times, January 22, 1941 (page 18); *Free Ski School Attendance Hits Peak for Season*, Seattle Times, February 2, 1941 (page 16).



Ski School students jumping off the small Class C jump at the Milwaukee Bowl. Courtesy of Milwaukee Road Historical Association.



Ski School students jumping off the small Class C jump at the Milwaukee Bowl. Courtesy of Milwaukee Road Historical Association.

On January 12, 1941, the Ski Bowl hosted a giant slalom race for 75 of the best skiers in Washington and Oregon, with trophies given to individual and team winners. The race started on Rocky Point, was nearly a mile long, and was watched by 1,249 spectators who rode two “specials” to the Ski Bowl. The Mountaineers would host the Washington Ski Club the following weekend, with a dinner and dance party on Saturday night, and ski competitions both days. Sahalie Ski Club was hosting the PNSA cross country championship at the Pass. Scott Osborn, “veteran Northwest ski racer,” won the Giant Slalom by four seconds. Osborn announced that he was joining the Ken Styverson Ski School staff to coach racing minded students beginning the following weekend. Plans for the Pacific Northwest Skiing Association’s cross-country championship hosted by the Sahalie Ski Club were being finalized “for the huff and puff boys of skiing.” Lars Nerland, chief of the course, said the ten mile course would be a figure eight configuration. It would start at the Sahalie clubhouse, make a loop toward Snow Lake, return to the clubhouse, then go east toward Hyak, and then return to Sahalie.³¹⁹

Garfield High School’s Bulldog Ski Club wrote the Seattle Times describing the Garfield Day ski party at the Milwaukee Ski Bowl in January 1941. Garfield had 2,100 students, and 850 of them attended the party, along with 400 from other schools, which made it the largest Saturday party in the history of the Bowl. “We of the Bulldog Ski Club feel that this splendid turnout, plus the fact that not one Garfield student was injured to the slightest degree, is due primarily to the publicity given to skiing by the Times and the very able instruction given by the Times Free Ski School

³¹⁹ *Happy Ski School Days are Here Again, Record Crowd of 1,249 at Ski School of Times, & Stizmarks: and Remarks*, by Chuck Garrett, Seattle Times, January 12, 1941 (pages 1 & 15); *Osborn to Instruct Prep Ski Racers, Advanced Students to Get New Course in Times Free Classes*, Seattle Times, & *Cross-Country Men to Tackle Huge Figure 8*, January 15, 1941 (page 22); *The Timer Has the Last Word*, Seattle Times, January 16, 1941 (page 26).

staff....The Times Ski School exemplifies the motto of our club, namely - 'Safer skiing for greater numbers.'³²⁰

Several Seattle skiers participated the Jeffers Cup Ski Tournament at Sun Valley in late January 1941. Bill Redlin ("the Pumpnickel and Cheese Kid") was the only downhill racer to "successfully straight-schuss the Steilhang of the Warm Spring Run on Baldy Mountain" in the race. Redlin was later seen "swimming with Claudette Colbert, the skiing-movie queen at Sun Valley." Husky Ski Team Captain Carl Neu tried the schuss but "caressed a tree at the bottom, and finished out [sic] the meet with a lame shoulder." Hugh Bauer wrenched an ankle in the race. Coach Cotton Wilcox was seen taking lessons on the "precipitous" slopes of Dollar Mountain.³²¹

On January 26, 1941, the Snoqualmie Pass championship race was held at Paradise, a four way competition between the Washington Ski Club, Seattle Ski Club, Sahalie Ski Club, and the Mountaineers.³²²

The Milwaukee Ski Bowl hosted special events throughout the winter. The Mountaineers chartered a special train for a Friday night event, saying there will be "singing and dancing their way to the Ski Bowl for an evening of skiing." The Ski Bowl would be floodlighted for the occasion. The ski train would leave Seattle at 6:30 pm, and return by midnight, allowing nearly three hours of skiing. Cunningham's Ski Shop offered a Friday night special ski experience - for \$1.95, skiers could rent ski clothing and equipment, and ride a chartered train to the Bowl for an evening of

³²⁰ *School Praised, Bulldog Ski Club Writes*, Seattle Times, January 22, 1941 (page 19).

³²¹ *Sitz-Marks & Remarks, Sun Valley Notes*, by Chuck Garrett, Seattle Times, January 22, 1941 (page 19).

³²² *Ballard Skiers Take to Bowl, Summit Championships Scheduled Tomorrow*, Seattle Times, January 25, 1941 (page 9).

skiing.³²³

World War II Begins to Affect Northwest Skiing

With World War II being fought in Europe in 1941, the U.S. Army was preparing its troops for future combat. U.S. Army's Ski Troops trained on Mount Rainier from 1940 - 1942, taking advantage of the conditions that had attracted local skiers there for years, before moving to Camp Hale, Colorado in 1943. The troops were stationed at Longmire on Mount Rainier. The handsome soldiers attracted the attention of women reporters, who wrote articles for the Society pages. "Now Skiers have a new subject of conversation: the Army...At Paradise last weekend, we saw enough broad shoulders bearing up under the strain of officers stripes to make a Sun Valley ski instructor take a back seat." Lt. John Woodward and Captain Paul Lafferty were members of the newly formed unit, which was part of the 15th Infantry. Woodward, "formerly a fine UW ski racer," created the first "big excitement" among the skiers as he was appointed as a ski instructor. "Definitely professional-looking are these ski troops in their forest green downhill pants and parkas, (They do a few quick-change tricks, too, when occasion demands all-white ski toggery)." The soldiers were expected to enter some of the races that year, as their enthusiasm was not dampened by five full days of skiing. In early February, the 15th Infantry Ski Patrol Detachment participated in a three day training mission, followed by a five day jaunt, and then a seven day trip. They would keep at the 5,000 and 6,000 foot level the whole time, and pitch their tents "on the cold, cold snow." "But the ski-troopers can take it!" The 18 men were hand-picked from the 56 who applied, and were

³²³ *Stizmarks: and Remarks*, by Chuck Garrett, Seattle Times, January 12, 1941 (page 15); *Skiers Will Bring Paul Revere's Ride Up to Date*, Seattle Times, January 22, 1941 (page 11); Cunningham's ad, Seattle Times, February 11, 1941 (page 2).

picked for sturdiness not “Fancy Dan stuff on skis.”³²⁴



Army troops training at Snoqualmie Summit, early 1940s. Photo from *Snoqualmie Pass* by Yvonne Prager



Photo courtesy of Kirby Gilbert.

³²⁴ Galvin, *Ski Troops of WW II*, Sahalie Historical Note #15: *Feminine Version, Skier Rita Visits Army Skiers*, Seattle Times, January 9, 1941 (page 21); *Sitz-Marks and Remarks, Army Ski News*, by Chick Garrett, Seattle Times, February 4, 1941 (page 17).

The American Ski Annual of 1942 said that 25 men from the 15th Infantry, 3rd Division were stationed at Longmire from December 7, 1940 to February 22, 1941. They were engaged in ski maneuvers at Paradise and extended cross-country ski trips throughout the park to obtain basic knowledge on types of ski equipment, snowshoes, sleds, clothing, sleeping bags, tents, stoves and dehydrated food. Another 25 man detachment of men from the 411st Infantry was stationed at the National Park CCC Camp Nisqually from the middle of February to April 21, 1941 where ski maneuvers were held daily at Paradise. In April, extended trips were made in Mount Rainier and Olympic National Parks.³²⁵

Showing how popular skiing was in the winter of 1941, the Seattle Times published a section in the Society Pages on February 2, 1941, called *Seattleites Let Their Cares Slip Away on Skis, Throngs Hie to Mountains for Exciting Snow Sport*.

You can see the caravan of automobiles rolling mountain-ward each week-end. Strapped on top of the cars are skis. Inside the cars are skiers, Seattleites seeking escape from a work-a-day world; socialites shrugging their shoulders at their calendars; business and professional people finding temporary release from their worries; and students trying to forget the Greek "lit" tests! Ah, yes, each week-end at Mount Rainier, at Mount Baker, at Snoqualmie Pass, Seattleites eagerly exchange yawns for yodels, ice cubes in the glass for icicles, and glamorous evening gowns for cozy, snug ski outfits. Middle-aged men haven't forgotten how to play...and they're delighted. Mothers and even grandmothers feel the years slipping away as they skim over the snow. Debs and college men lose some of their cynicism and start acting as natural as children.

The section carried pictures of Seattle skiers at Mount Baker and elsewhere enjoying their weekends on the snow.

Long uphill climbs in Paradise Valley are eliminated by a mechanically operated ski tow, on which passengers are taken 1,300 feet above the starting terminal at Alta Vista, where the trails radiate in every direction. The tow gives the skier many more times the down hill running than would be enjoyed ordinarily. The shuttle-bus service from Narada Falls to

³²⁵ *Mount Rainier*, American Ski Annual of 1942, pages 70 - 73.

Paradise, together with the ski tow, allows the skier a continuous run from the top of Alta Vista to Narada Falls, a distance of approximately two miles. This area is illuminated with floodlights providing excellent skiing until late evening.

The article listed the Seattle skiers who regularly spend their weekends at the three ski areas. “And the, when Seattle skiers have tired of their own fields, Mount Baker, Mount Rainier, Snoqualmie Pass, they take jaunts over to Oregon, where they have a stimulating weekend at Timberland Lodge, or go over to the swanky Sun Valley, which is fast becoming the winter playground of the entire effete United States. Well, anyway, the effete population devoted to skiing.”³²⁶

American Distance Record Set at Leavenworth Tournament

Ski jumping was the passion in 1941, and jumping competitions dominated the news. The first jumping competition was at Leavenworth in February, followed by the National Jumping Championship at the Milwaukee Ski Bowl in early March. The events received extensive publicity.

The Seattle Times of February 7, 1941, had a picture of Torgen Tokle flying off of the Ski Bowl’s large jump, practicing for the upcoming jumping event at Leavenworth. Emil G. Sick, President of the Seattle Chamber of Commerce and President of the Seattle Rainier Baseball Club, was named the general chairman for the national ski jumping championships at Snoqualmie Pass held on March 2, 1941. He would head the drive to get “all of Seattle” to turn out for the national meet that had the promise of setting a new North American mark on the giant Olympian Hill at the Ski Bowl.³²⁷

Torger Tokle was showing a much improved form during his practice at Leavenworth, and

³²⁶ *Seattleites Let Their Cares Slip Away on Skis, Throngs Hie to Mountains for Exciting Snow Sport*, by Virginia Boren, Seattle Times, February 2, 1941 (pages 9, 17)

³²⁷ *Sick is Ski Jump Chief, Baseball Boss Enthused Over Big Snow Event*, Seattle Times, February 2, 1941 (page 16).

said he was out to set a new North American ski jump record, breaching the existing record of 257 feet. He was excited to hear that the takeoff at the Leavenworth jump had been pushed back eight feet, and a 260 foot jump was a conservative estimate of the hill's capacity jump. Tokle had a practice jump of 273 feet, longer than the North American record, but to be the record, the jump had to be in a competition. There was great hope that the record would be broken during that week's competition. A Great Northern Railroad special train would leave for the Leavenworth Ski Jumping competition from the King Street Station at 7:30 am, arriving at the event at 12:15 pm. The return trip would leave at 4:15 pm, arriving in Seattle at 9:25 pm. The round trip cost was \$2.50.

On February 9, Tokle had a "mighty leap of 273 feet," setting a new North American record, to the great satisfaction of the Leavenworth Ski Council and the tournament's many spectators.

The Seattle Times published a picture of Tokle going off the jump, saying *Tokle Outjumps Engen*, as the same day, Alf Engen jumped 267 feet at an Iron Mountain, Michigan (although he lost to Walter Bietila on form points), setting the stage for their expected face-off at the upcoming Milwaukee Bowl. The caption on the picture said that Tokle "seemed to be riding the top of the trees as he soared past the judge's stands, out, out and out, and finally to klump down on the steep landing. Needless to say, 5,500 mouths were agape and official measurers scurried breathlessly to their steel measuring tapes as Tokle rode out his prodigious jump...Tokle's leap was supreme, longest jump ever recorded in North American amateur competition."³²⁸

³²⁸ *Ski-Jump Star Says He's Out to Set Record*, Seattle Times, February 5, 1941 (page 24); Northern Pacific ad, Seattle Times, February 6, 1941 (page 25); *Tokle Leavenworth Head Man*, Seattle Times, February 7, 1941 (page 25); *Tokle Beats Jumping Mark in Practice*, Seattle Times, February 8, 1941 (page 9); *Leavenworth's Annual Classic Beckons Crowd*, February 9, 1941 (page 19); *Tokle Out-Jumps Engen, Soaring Ski Star Sets New U.S. Record, 273 Feet, at Leavenworth, & Alf Engen Has 267-Footer at Iron Michigan*, Seattle Times, February 10, 1941 (page 17).

TORGER SKIMS TREE TOPS



The camera saves for posterity Torger Tokle's mighty leap of 212 feet made at Leavenworth yesterday, an effort that wiped from the records the North American record of 207 feet established by Bob Roedker at Iron Mountain, N.H., in 1939. Tokle was used to be sliding the top of the tree as he soared past the judges' stand, out of sight, and finally down to skimp on the steep landing slope. Needless to say, 2,160 spectators were amazed and official measurers spurred breathlessly to their steel measuring tape as Tokle rode out his prodigious jump. National Champion Alf Engen shared 207 feet at Iron Mountain, N.H., yesterday, also shading the North American mark, but Tokle's leap was supreme, longest jump ever recorded in North American amateur competition.—Photo by Frank Potter, Times staff photographer.

Torger Tokle jumping at Leavenworth. Seattle Times, February 2, 1941.



Leonard Frost
Leavenworth, Washington ski area—scene of Tokle's 273 foot jump
—one of the finest real winter settings in the northwest

American Ski Annual 1942

National Jumping Championships at Milwaukee Ski Bowl

Excitement was great for the National Jumping Championships at the Milwaukee Ski Bowl, hosted by the Washington Ski club on March 3, 1941. Tokle's new record made him a favorite, but the competition was expected to be tough. Last year's winner, Alf Engen, had a jump of 267 feet at Iron Mountain, Michigan, which would have set the record but for Tokle's jump at Leavenworth - the Times said "too bad Alf." Two Beitila brothers from Wisconsin entered the event, and were expected to give Tokle a fight. Olav Ulland, a Norwegian living in Seattle, was an F.I.S. amateur and as such could not compete. In mid-February, Eugene Wilson of the Duluth Ski Club beat Tokle at a meet in Duluth. Tokle went from Duluth to Lake Placid where he was practicing on its 80 meter jump.³²⁹

³²⁹ *Tokle Out-Jumps Engen, Soaring Ski Star Sets New U.S. Record, 273 Feet, at Leavenworth, & Alf Engen Has 267-Footer at Iron Michigan*, Seattle Times, February 10, 1941 (page 17); *Two Headliners Join Jump List*, Seattle Times, February 16, 1941 (page 20); *Engen Shoots for New Jump Record Today*, Seattle Times, February 22, 1941 (page 8); *On and In the Air!, Tokle to Broadcast his Leap*, February 20, 1941 (page 25).

As the event approached, the press coverage increased. Virtually every day's sport pages had one or more article about how the competition was setting up for the National Championship. Walt Beitila had beaten Tokle earlier in the year, and later lost to his younger brother Roy. Milwaukee Road would run special trains that would leave at 9:30 am, from Seattle for the Ski Bowl. The cost was \$2.00, including \$1.25 for the train and \$.75 entry fee for the event. Those driving cars would have to pay \$1.25. A big crowd of Eastern Washington fans were expected to drive to the competition. Tokle had an "amazing" practice jump of 276 feet, longer than his record setting jump at Leavenworth, leading to a hope that he would set another record. However, predicted rain for the weekend made it unlikely that a record would be set. Engen had a practice jump of 235 feet.³³⁰

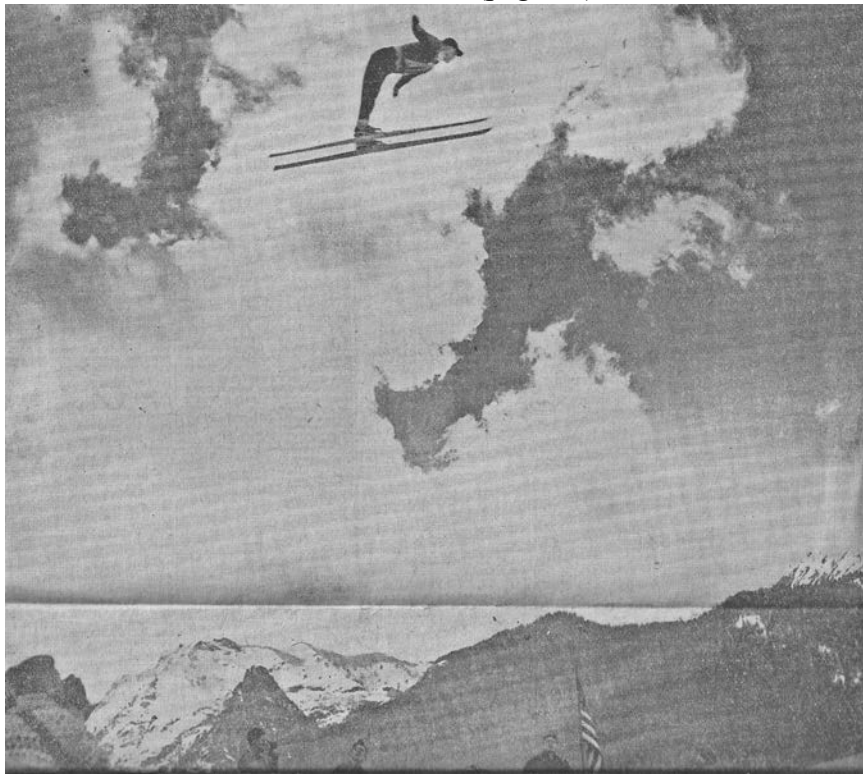
On March 3, 1941, Tokle, "the human sky rocket from New York," had a jump of 288 feet, setting yet another North American record to the great pleasure of the excited crowd of 5,500 fans. *Ski Leaper Gambles, Makes Record Flight of 288 Feet for Title*, said the Times, and the paper published a picture of Tokle soaring over the mountains in the background, saying *There Goes the Record*. Alf Engen was second, and Arthur Devlin of Lake Placid was third. Tokle said that he wanted to be invited back next year, and if the takeoff was moved back 30 feet, he could jump 325 feet.³³¹

³³⁰ *Bowl Hill Ready for Title Jumpers, Tokle Scores 225-Footer in Practice Leap*, Seattle Times, March 1, 1941 (page 9); *Tokle Makes 276-Footer Leap, Downpour Cuts chance for New Ski Mark Today*, Seattle Times, March 2, 1941 (page 14).

³³¹ *Tokle New Jump Champ, There Goes that Record, Ski Leaper Gambles, Makes Record Flight of 288 Feet for Title*, Seattle Times, March 3, 1941 (page 18); *Sitzmarks: and Remarks*, by Chuck Garrett, Seattle Times, March 4, 1941 (page 21).



Seattle Times, March 4, 1941 (page 18).



Torger Tokle sets new record of 288 feet. Seattle Times, March 4, 1941 (page 18).

Other Skiing News

Other skiing news was reported in spite of all of the excitement over the jumping event. In early February, Gretchen Kunigk Fraser, the Pacific Northwestern Association downhill and slalom champion won the “diamond ski and sun, Sun Valley’s most coveted skiing award. Many of Sun Valley’s est skiers have tried to earn the award and failed.” Sahalie Ski Club held its annual party where 200 were expected to attend, and cards and other games would “be the order of entertainment.”³³²

Four Seattle skiers went to the National Downhill and Slalom Championships in Aspen in March 1941, one UW racer, and three racers from the Washington Ski Club, including one woman. From Aspen, they would go to the Far West Kandahar event at Yosemite, and then to the National Four-Way Championships at Sun Valley. The last day of ski lessons at the Ski Bowl would be Saturday March 8, 1941, when there would be a “gala race” that would include an advanced race for the first time open to students who had taken lessons under Scott Osborn that season . A new Ken Binns Memorial Trophy would be awarded to the outstanding student in achievement and inspiration in the Times classes conducted at the Snoqualmie Ski Bowl. Binns was the long time ski editor of the Seattle Times who had a big part in founding the Times ski school. He was a member of the Washington Ski Club from its beginning in 1935, and the trophy would be a lasting tribute to his contributions to local skiing. The Junior Chamber of Commerce would hold a meet at the Snoqualmie Ski Bowl where a ski queen would be selected for its Spring Ski Carnival at Mount

³³² *Sitz-Marks and Remarks, Gretchen Makes it*, by Chick Garrett, Seattle Times, February 4, 1941 (page 17); *Card Party Tomorrow*, Seattle Times, February 6, 1941 (page 16).

Rainier in April.³³³

The National Downhill and Slalom Championships in Aspen were won by Toni Matt of Austria, who was teaching at North Conway, N.H., with Dick Durrance coming in second. However, “the boy who deserved greater acclaim” was Bill Redlin, the “brilliant University of Washington runner,” who finished third behind the two headliners in both downhill and slalom, and successfully defended his U.S. Amateur Ski Crown. Redlin finished second in the slalom behind Durrance, was third in the combined and won the National amateur Downhill and Slalom Champion. Redlin scored more points than Alf Engen, the veteran skier from Sun Valley, who was fourth. Gretchen Kunigk Fraser won the women’s division with brilliant runs. Fraser was then living in Denver.³³⁴

At the 1941 National Four-Way Championship held at Sun Valley in early March 1941, Freidl Pfeifer, “headman in Sun Valley skiing,” won the slalom race held on Christmas Bowl on Bald Mountain, making him the winner of the Harriman Cup. Alf Engen was leading the Four-Way competition, and was expected to win the event the next day during the jumping competition held on Ruud Mountain on its 50 meter jump. Engen previously won the National Four-Way Championship the previous year held at Mount Baker and at the Milwaukee Ski Bowl. Hugh Bauer and Don Amick, from the Washington Ski Club, “did themselves proud” by finishing 13th and 14th in the Harriman Cup, since last years winner, Dick Durrance, placed 18th. Gretchen Kunigk Fraser, formerly of Tacoma, then skiing for the Sun Valley Ski Club, won the women’s downhill. Chick Garrett, who

³³³ “Binns Memorial Trophy Will Go to Top Student,” *Seattle Times*, March 6, 1941 (page 26); “Junior Ski Meet Opens Saturday at Snoqualmie, Four Seattle Skiers in National Meet,” & “Final Ski Class, Times Ski School to Close with a Gala Race Bill,” *Seattle Times*, March 4, 1941 (page 21); “Stizmarks and Remarks,” by Chick Garrett, *Seattle Times*, March 7, 1941 (page 29).

³³⁴ “Redlin Takes U.S. Amateur Ski Crown, Toni Matt Wins National “Open Title at Aspen,” *Seattle Times*, March 10, 1941 (page 17).

wrote a ski column for the Seattle Times, described how two other local skiers, Scott Osborn and Hugh Bauer, were hurt before the finals of the competition, but ended up competing anyway. Seattle skiers have a hard time competing against the Sun Valley “hot-shots,” since the ski resort had many high speed runs easily available by chair lifts to take them to the top of the mountain quickly. Garrett lamented that amateur skiers had to compete head to head with professional skiers, “who ski even days out of the week and make skiing their living,” and he called for a new system where pure amateurs and pros would race in their own divisions.³³⁵

The seventh annual Silver Skis race was run on April 6, 1941, after being postponed a day because of high winds and fog. A woman’s race preceded the race, running from Edith Creek Basin to Camp Muir. Because of the tragic death of Sigurd Hall in the race the prior year, “ever precaution - ample flagging, careful seeding of contestants, constant communication between officials at ‘top and bottom,’ election of skiers’ representatives, and plenty of first aid crews - was taken.” The 3.16 mile course from Camp Muir dropped 10,000 vertical feet, and the course from Edith Basin dropped 4,800 vertical feet. A junior’s race for those under 18 would was run, along with slalom and jumping exhibitions by the competitors. “39 top-flight downhill runners entered the neck-risking schuss from Camp Muir to Edith Creek Basin.” Bill Taylor, a 20 year old University of Puget Sound student skiing for the Washington Ski Club was the surprise winner, as flat light and a series of falls plagued all the racers, with the Times announcing, *Taylor Tumbles Down Mountain for Upset Silver Skis Victory*. Taylor spilled four times before he got to the schuss down Panorama.

Flat lighting effect caused by the sun peeking through the clouds made it difficult to see the rolls and dips at high speed, and starter Bob Hume reported afterwards that practically every

³³⁵ “Sun Valley Ski Star Triumphs Over Ace Field,” & “Sitzmarks: and Remarks,” by Chick Garrett, *Seattle Times*, March 23, 1941 (page 7).

one in the field had gone into wild-eyed “nasensprung” before he clattered over the first 750 meters of the course.

Taylor received the Sig Hall Memorial Trophy. Army Lt. John Woodward came in fourth. Shirley MacDonald won the woman’s race after falling just once. Bill Bower of Salem, Oregon won the junior race.³³⁶



Silver Skis publicity photo taken at Paradise, Mt. Rainier, on March 5, 1941. Photo from Tacoma Public Library.

The Milwaukee Ski Bowl saw 20,000 skiers in the winter of 1942, a slight increase from the prior year, with 3,000 attending the National Ski Jumping Championships. Skiing was a one million industry in the Northwest in 1941. An estimated half million people went to sports resorts in Washington, and there were around 65,000 skiers in Western Washington. Mount Rainier was the most popular, with 125,000 skiing visitors. Other popular ski areas included Snoqualmie Ski Bowl at Hyak, Cayuse Pass, Mount Baker, Stevens Pass, Martin, Deer Park, American River, Mount Spokane,

³³⁶ “Taylor Tumbles Down Mountain for Upset Silver Skis Victory,” *Seattle Times*, April 7, 1941 (page 16); “The Silver Skis Race,” *American Ski Annual 1942*, page 227.

Leavenworth, and others.³³⁷

³³⁷ “Bahl Announces Ski Bowl Close,” *Seattle Times*, March 12, 1941 (page 20); “Skiing is New \$1,000,000 Industry in Northwest,” *Tacoma News Tribune*, April 22, 1941; Alpenglow Ski History - Tacoma Public Library - Clippings.

V. SKIING AT SNOQUALMIE PASS DURING WW II

A. SKI SEASON OF 1941 - 1942

World War II started for the United States on December 7, 1941, when the Japanese bombed Pearl Harbor. That event changed everything in the country, although it took some time for the full effects of the war to be felt locally. The American Ski Annual described how the 1942 season was successful.

The entry of the United States into the war did not stop skiing, but seemed rather to serve as a stimulus. There were more skiers out last winter than before, and we in the PNSA had more ski tournaments, rather than less. Many beginners were introduced into the sport, and ski trains, especially for the recreation of war workers, reached a new group who inevitably succumbed to the lure of the snowy slopes.

Illustrative of the skiing done during 1942, Paradise Valley on Mount Rainier hosted 100,000 skiers, its most successful year in history due in part to exceptional snow conditions and clear brisk weather. World War II ultimately interrupted normal activities in Seattle, along with the rest of the country. Skiing activities slowed as men went off to war, and women had to deal with war-time living conditions which included rationing of items such as gasoline and tires.³³⁸

Ski Patrols Form and Play an Important Role in Skiing

Ski Patrols played an important role in Washington skiing on Snoqualmie Pass since 1940, and local Ski Patrols received publicity. Recognizing that “skiing is a rugged sport that demands its own safety measures,” the National Ski Patrol was formed in the summer of 1938, with the sanction of the National Ski Association, to promote safety in skiing, led by Charles Minot Dole who later was instrumental in convincing the Army to form Mountain troops. Chairmen were appointed for five regional divisions, and member patrols established in all public ski areas. To receive a National Ski

³³⁸ “Pacific Northwest Ski Association,” *American Ski Annual, 1943*, page 166, 171.

Patrol badge, patrolmen had to pass the standard American Red Cross first aid course, supplemented by a new winter sports course. The national organization served as a clearing house for injuries, tested equipment such as toboggans, and promoted skier safety.

The formation of the Sno-Owl Ski Club in 1940, by Harland Eastwood, Bill Lewin, Lee Stark and Ted Welander, was announced in the *Seattle Star* (no date given). No membership data exists but known members include Harland and Catherine Eastland, Lee and Helen Stark, Ted and Kathy Welander, Charles and Dorothy Pennington, Bruce (Bill) and Mildred Lewin, Shigesato Okada, George and Lana Rosenlund, Ivan and Llee Pierson and Billy Harrison. It would supplement the ski patrol already organized at Snoqualmie Pass. Eastland was certified as a member of the National Ski Club on May 20, 1940. It was organized to give friends with cabins on Snoqualmie Pass an organization and to augment the Ski Patrol on the Pass, principally on Government Hill. A *Seattle Times* article on December 10, 1940, says that Eastland and George Dow, National Ski Patrol members, rescued a man who broke an ankle at Nachess Pass when they were there practicing for the Ski Patrol Race at Mt. Hood in January 1941. Lyle St. Louis was the Nachess Pass Ski Patrol leader. St. Louis and Bill Lewin invented a 6 ½ foot “knockdown” toboggan used by the Snoqualmie Pass Ski Patrol for rescue work.³³⁹

On Snoqualmie Pass, the Sno-Owls was an organization described as “25 pioneer weekenders at Snoqualmie Pass,” a group of property owners in the area who were interested in skiing. In 1940, they expanded into providing first aid to injured skiers after taking the Standard and Advanced First Aid courses. They inherited the ski patrol work on Snoqualmie Pass, made up the nucleus of the Snoqualmie Pass Ski Patrol, and provided assistance in 40 to 50 incidences in 1941. Harland

³³⁹ Eastwood, Jr., *Nothing But Up, The Story of Harland Eastland Sr.*, pages 126 - 139.

Eastland, “a local maker of ski and mountaineering equipment” who had a cabin nearby, was the head of the Snoqualmie Pass Ski Patrol. Service was voluntary and patrol members “must qualify in stiff skiing tests” and complete Red Cross first aid courses. There were 18 ski patrols in the Pacific Northwest,

In January 1941, the first Pacific Northwest Ski Patrol toboggan-first aid race (and the first one in the world) was held on Mt. Hood where 11 teams participated. Two man teams from Mt. Hood, Yakima, Santiam Pass, Snoqualmie Bowl, Klamath Falls, Wenatchee, Stevens Pass and Mt. Baker. The team from Yakima won the event. In the winter of 1942, the Sno-Owls formally took over the ski patrol work on Snoqualmie Pass, and hosted the second Annual Pacific Northwest Ski Patrol Contest with the *Seattle Star*, which was held at Snoqualmie Summit.

The contest winners will be determined chiefly on the basis of the first aid work and the handling of the toboggan on which they carry injured skiers. Speed determines but 10 per cent of the scoring. Red Cross instructors will judge the match.

The highly technical event, in which two-man teams from the participating Ski Patrols would compete,

will test first-aid knowledge and the application of that knowledge in the field, was well as the smooth and speedy operation of two-man toboggan teams, affords the one chance the boys who patrol our Northwest ski slopes through winter and spring have to prove that they are just a little bit better Ski Patrolers than Joe Doakes.

Thirty ski patrols were invited, nine participated, and the team from Yakima won the competition.³⁴⁰

In the winter of 1942, the Sno-Owls formally took over the ski patrol work on Snoqualmie Pass. The Sno-Owl Ski Club, and their role in providing Ski Patrol Services, are described in *Nothing*

³⁴⁰ Eastland, Jr., *Nothing But Up, The Story of Harland Eastland Sr.*,” pages 126 - 139. “Sno-Owls - Snoqualmie Pass, Wash,” *1094 American Ski Annual*, page 254; “11 Ski Patrols Vie at Mt. Hood Today,” *Seattle Times*, January 5, 1941 (page 15).

But Up, The Story of Harland Eastland Sr.," by Harland Eastlund, Jr. in Chapter XVI, Sno Owls/Ski Patrol. The chapter contains a number of pictures of the second Annual Pacific Northwest Ski Patrol Contest that the Sno-Owls sponsored with the *Seattle Star*, which was held at Snoqualmie Summit.

In January 1942, the second Annual Pacific Northwest Ski Patrol Contest was held at Snoqualmie Summit, sponsored by the Sno-Owls and *Seattle Star*, which provided publicity for the event. Thirty ski patrols were invited. The *Seattle Star* said "Sunday Meet to Draw 30 Rescue Aces."

Voluntarily offering protection to the thousands of ski-duffers and over-ambitious amateurs who flock to the hills each winter week-end, the National Ski Patrol has operated for four years throughout America effectively, but without fanfare. Next Sunday some 30 of the Patrolman from throughout the northwest will gather at Snoqualmie Pass to demonstrate their skill at rescue work in the second annual Pacific Northwest Ski Patrol contests...The patrollers who will take part will be out with their equipment not to demonstrate ski technique or flashy schussing, but to show how effectively and rapidly they can answer a call for help on a snowy slope, administer the first aid treatment that will prevent further injury or aggravation, and bring the victim to safety and medical treatment.

The two man teams each have a separate problems in first aid to meet. Starting from the foot of the big hill south of the highway, the teams will carry their toboggan and equipment to where a person with simulated injuries will lie. They'll treat the injuries described in a note by judges, and bring the injured person down by a predetermined route.

Four Red Cross experts will judge the treatment provided, which consisted of 75% of the score in the contest. Toboggan handling consisted of 15%, and speed counts 10%. The highly technical event, in which two man teams from Mt. Hood, Yakima, Santiam Pass, Snoqualmie Bowl, Klamath Falls, Wenatchee, Stevens Pass and Mt. Baker would compete,

will test first-aid knowledge and the application of that knowledge in the field, was well as the smooth and speedy operation of two-man toboggan teams, affords the one chance the boys who patrol our Northwest ski slopes through winter and spring have to prove that they are just a little bit better Ski Patrollers than Joe Doakes.

The Ski-Owl team of Ted Welander and Lee Stark won the event, even though they were the first to compete and had to break a trail for the rest of the teams. The contest was interrupted by two actual

injuries that needed attention.

Ken Syverson, head of the *Seattle Times* ski school, reminded readers that the National Ski Patrol, through its local members, has an extensive program in all areas, and its members render “their services gratis to a thankless job.”³⁴¹

In 1955, Lee Stark retired as Section Chief of the Snoqualmie Summit unit of the National Ski Patrol, and was succeeded by Ted Welander, who had previously headed the Ski Patrol unit at the Milwaukee Ski Bowl until it had closed in 1950, at which time he became Stark’s assistant. Stark had been involved with Ski Patrol work since the 1930s.³⁴²

Milwaukee Ski Bowl Expands Programs for 1942

The *Seattle Times* Ski School expanded its offerings for junior skiers for the winter of 1942. The *Seattle Ski Club* sponsored junior jumping instruction at the Ski Bowl, and the *Times* said with Olav Ulland teaching young skiers the art of jumping, a national four-event champion may emerge from the “ranks of Ski Bowl-goers.” Ken Syverson reminded young skiers that “the day of the ‘schussboomer’ is gone - or should be.” His school emphasized practicing turns more slowly, improving one’s swing, and “feeling that ‘flow of motion,’ which is so essential in handling a greater speed with ease, accuracy and gracefulness.”³⁴³

The Milwaukee Road ads run for the winter of 1942, said every Saturday, Olav Ulland would provide free instruction on the juvenile jump, members of the *Seattle Ski Club* would provide a

³⁴¹ “Calling All Ski Patrols,” “Snow-Owls, Star to Stage 2nd N.W. Ski Patrol Event, ”Patrol Event Nears,” *Seattle Star*, January 1942; “Try the Small Hills First,” *Seattle Times*, November 12, 1941 (page 24).

³⁴² “National Slalom Tourney to Bring Top Skiers Here, New Assignment, *Seattle Times*, March 29, 1955 (page 76).

³⁴³ “Bowl Program, P.N.S.A. Focus on Youngsters,” & “Try the Small Hills First, Scussboomers’ Note: Control Important,” *Seattle Times*, November 12, 1941 (page 24).

thrilling exhibition, and Ken Syverson would hold open slalom races. All the many activities at the Ski Bowl could be viewed from the big, comfortable lodge which contained a huge lounge with fireplaces, easy chairs and card tables, waxing room, checking room, open air porch, and a cafeteria-restaurant where Ben Paris offered good meals at popular prices. Two ski trains left Seattle for the Ski Bowl, one at 8:30 am and the second at 10:30, with return trips scheduled for 5:00 pm and 7:00 pm. The cost for students was \$1.25 for a round trip.

Opening soon for a new season of thrills . . .



SNOQUALMIE SKI BOWL

\$1.25* round trip on Snow Trains

NEW FUN, NEW ENTERTAINMENT

MODERN SNOW TRAINS—LOW FARES

TRAIN SCHEDULES—SATURDAYS AND SUNDAYS

GOING		RETURNING	
Lt. Seattle	8:30 am	Lt. Ski Bowl	5:00 pm
Air. Ski Bowl	10:30 am	Air. Seattle	7:00 pm

The MILWAUKEE ROAD

Seattle Times, November 12, 1941 (page 24).

Other junior events were held all over the northwest in the winter of 1942. The PNSA four-way junior championships would be held at Paradise January 31 - February 1, 1942; the junior jumping championships would be held at Beaver Lake, Snoqualmie Pass, March 1; and the State High School Ski Championships would be held later in the year.³⁴⁴

³⁴⁴ “Bowl Program, P.N.S.A. Focus on Youngsters,” & “Try the Small Hills First, Scussboomers’ Note: Control Important,” *Seattle Times*, November 12, 1941 (page 24).

The 1942 ski season started as planned at the Milwaukee Bowl. Skiers who went to the Bowl found new improvements, including work that had been done on the surface of the Bowl to smooth out its runs. The Ski Bowl opened the weekend of January 3 and 4, 1942, and 800 boarded the ski special on January 10, for Garfield day. A special “defense” ski evening ski event was held for Boeing and shipyard workers in late January.³⁴⁵

The Seattle Ski Club hosted a jumping competition at the Ski Bowl in the winter of 1942, with proceeds of the event going to the Red Cross War Fund. Torger Tokle, “the human airplane” from the Norway Ski Club of New York, would compete along with 20 of the Coast’s best jumpers. Tokle was the favorite, as he had won 33 out of 36 events in which he entered in this county, and had 19 hill records to his credit. There was speculation whether Tokle would set another record. Alf Engen, the Sun Valley jumper, was barred from all competition by the U.S. Ski Association because he was listed as the “All-American champion” in an advertisement endorsing skates named after him, making him a professional under the rules in effect. Two special trains would leave for the Ski Bowl at 8:30 am, costing \$1.31, plus \$1 for entry into the event. Those driving would pay \$1.50. Olav Ulland led a party of skiers who foot-tramped the big Olympian hill to make it ready for the competition. Tokle won the event with jumps of 248 and 263 feet, thrilling a crowd of 2,500, but he did not set a new record because of adverse weather conditions. Tokle showed beautiful form, fooling those who considered him to be strictly a “powerhouse leaper, who sacrificed form for distance.” Tokle thought a 300 foot jump was possible given the existing setup, if conditions were ideal, although he said that Olympian Hill was too big even for Class A jumpers that early in the year, “we

³⁴⁵ Milwaukee Road ad, Seattle Times, January 2, 1942 (page 24); *Garfield Skiers Plan “Bowl Day” Saturday*, Seattle Times, January 8, 1942 (page 24); *800 Ride Ski Bowl Special*, Seattle Times, January 10, 1942 (page 8); *Boeing Workers Plan Ski Party*, Seattle Times, January 11, 1942 (page 9).

haven't our legs and we're not ready for the biggest ski-jumping hill in the country in January."³⁴⁶

In early March 1942, Torger Tokle, "the Norwegian carpenter from Brooklyn," set a new American distance record of 289 feet at Iron Mountain, Michigan, in front of a crowd of 20,000 in "perfect ski conditions. Although he had one cracked ski, his new mark was one foot longer than his prior record set at t"he Milwaukee Ski Bowl in 1941. He also broke the Pine Mountain distance record of 267 feet set in 1941, by Alf Engen of Sun Valley. Engen finished in fourth place this year. Tokle said he "outjumped" the hill by 19 feet. Tokle won first place in the Class A competition. Art Devlin of Lake Placid, N.Y. jumped 287 feet, but fell so the jump did not count.³⁴⁷

In late March 1942, Tokle faced the "cream of the crop of jumpers" at Salt Lake City. He won with a long jump of 235 feet, which left his North American ski-jumping record of 289 feet intact. His dream of a 300 foot jump was set back by "sticky snow." Tokle beat Alf Engen, Art Devlin of Lake Placid, N.Y., Gordon Wren of Steamboat Springs, Colo., and Karre Engen of Ogden.³⁴⁸

³⁴⁶ *Tokle Arrives Wednesday for Olympian Jump*, Seattle Times, January 18, 1942 (page 7); *Ski Fans Look for New Jump Record at Bowl*, Seattle Times, January 24, 1942 (page 8); *Tokle 'Jumper to Beat Today, Young Jumper Shoots for New Leaping Record; Alf Engen Ruled Out of Jumping; & Ski Scene Stolen, Roosevelt Pupils Look Best*, Seattle Times, January 25, 1942 (page 7); *Champion Wins, But Fails to Break Own Mark, Tokle Displays Ski Jump Form*, Seattle Times, January 26, 1942 (page 16); *Rates Raised on Bowl Train*, Seattle Times, February 10, 1942 (page 20).

³⁴⁷ "New Ski Mark Set by Torger Tokle, Leap of 289 Feet in Michigan Betters Own American Record Made in 1941," *New York Times*, March 2, 1941 (page 22).

³⁴⁸ *Tokle Outleaps Top Ski Field*, Seattle Times, March 23, 1942 (page 15) .

RAISES AMERICAN SKI-JUMPING RECORD



Torger Tokle, who leaped 289 feet in meet at Iron Mountain, Mich.

The New York Times

New York Times, March 2, 1942 (page 22)

Some changes at the Ski Bowl had to be made during the course of the year because of the war. Limits were placed on the size of the ski trains to comply with wartime demands. Thereafter, Milwaukee Road ran only one train per day on the weekends to the Bowl, and it was limited to 70 skiers. Tickets were \$1.31 for adults. In February of 1942, the Interstate Commerce Commission ordered that all passenger train rates be increased because of the war. The new prices for tickets to the Bowl were \$1.16 for students, and \$1.47 for adults. Torger Tokle was at a tournament in Iron Mountain, Michigan, hoping to make a 300 foot jump, and planned on going into the Army in the summer of 1942. He jumped 296 feet in practice, and 289 in competition, setting a new North American record in front of 20,000 spectators.³⁴⁹

The final weekend for the Ski Bowl for the 1942 season was on March 28 & 29, where ideal

³⁴⁹ *Rates Raised on Bowl Train*, Seattle Times, February 10, 1942 (page 20).

spring snow conditions were experienced. Over 20,000 skiers went to the Ski Bowl that year, an all time high in spite of the fact that the United States had entered the war.³⁵⁰

Army Ski Troops Train on Mt. Rainier

During the early stages of W.W. II, Army ski troops were stationed at Fort Lewis and used Mount Rainier for training, forming the “Ski Patrol Troops” of the 3d Division’s 15th Infantry Regiment. In late 1940, a few special “ski patrol” units within existing Army forces began training in Washington. Lieutenant John Woodward, a star of the University of Washington ski team, was asked to train a select group of Army recruits in ski techniques. In February 1941, Woodward led his ski patrol troops on a seven day, overland traverse “along difficult mountain terrain” from Snoqualmie Pass to Chinook Pass east of Mt. Rainier.

The Colorado Ski and Snowboard Museum produced a special exhibit about the W.W. II army ski troops for November 2014. In 1940, the Army ordered winter training for six divisions, who tested materials and clothing for "winter warfare operations" and obtained ski equipment to begin instruction "to lay a foundation for future winter training." National Ski Patrol members acted as guides, while civilian instructors taught skiing techniques. In 1941, the Army reconsidered the need for a specialized mountain warfare unit.

In 1941, 3 different regions with 3 different areas of focus emerged: winter and low-altitude mountain training and alpine training in Wisconsin, Virginia, and Fort Lewis in Washington, respectively. The 87th Infantry Mountain Regiment was activated at Fort Lewis, with nearby Mount Rainier available for ski training, and the 85th and 86th regiments later joined to complete the 10th Mountain Division.

The men who arrived at Fort Lewis represented a "who's who" of skiing consisting of John Litchfield, Bob Parker, Steve Knowlton and Larry Jump who came from New England

³⁵⁰ *Final Ski Train to Run Sunday*, Seattle Times, March 27, 1942 (page 29).

colleges, while other big skiing names, like Friedl Pfeifer and Walter Prager, were European transplants. John Jay entered the 10th as one of the top ski cinematographers of the period. The men at Fort Lewis possessed a love and respect for the outdoors, and were dedicated to skiing and other wilderness activities. Paradise Lodge was leased for the soldiers, and the name "Paradise Lodge" truly symbolized how many of the men felt about being at Fort Lewis. "Paradise? Right on!" There was so much snow that year that troops could ski right out of their second and third story windows. The Oregon Journal called this first mountain regiment the "Army's greatest sports school."

The troops at Paradise Lodge cross country skied all around Mount Rainier while carrying up to 90 lbs. of gear in their rucksacks. The combination of training at high altitude and consistently carrying large amounts of gear worked the members of the 87th and the rest of the 10th into great shape - but they did face some of the toughest training in the U.S. military.

Before the troops left Mount Rainier, a group of them decided to make a trip to the summit. During this 12-day expedition, with John Jay as the photographer, the men realized a few very important winter survival skills. Using the cooking stoves inside the tents produced carbon monoxide, and some of the tents were no good during snowstorms. These soldiers tested almost 30 different types of ski and mountaineering equipment, discovered how to make shelter and food in winter conditions, and reached the summit of Mount Rainier.

As the U.S. military decided to expand on the concept of mountain warfare troops, they needed to find an appropriately large area to house the expected 3 regiments of 1,000 men each, which would make up a full division. An area located in Pando Valley, Colo. between Leadville and the future Vail resort was chosen: Camp Hale.

**U. S. MOUNTAIN TROOPS
MOUNT RAINIER FURNISHES RUGGED BACKGROUND FOR
ARMY UNIT'S WINTER TRAINING**



WINTER TRAINING shows an army unit, the snow to show how they would react in a winter's war on a long drive.

COMMISSIONER in charge Mount Rainier National Park has been advised on a job and advisory report, that a different picture shows the war. The snow has moved into Paradise Valley, and the troops helped to show picture already made within the valley.

TRAVELER through the valley is a heavily, complete with climbing gear, the snow has fallen, especially dangerous, and the snow is not.

They expect to stay with the United States Army's winter training in a winter's war, for the first of winter. Each of the men, including officers, are training in a number of the mountain and in their houses for just a few days, and the snow has moved into Paradise Valley, and the troops helped to show picture already made within the valley.

They expect to stay with the United States Army's winter training in a winter's war, for the first of winter. Each of the men, including officers, are training in a number of the mountain and in their houses for just a few days, and the snow has moved into Paradise Valley, and the troops helped to show picture already made within the valley.



EVERY the valley picture is described in the, an object in the picture of a winter's war, the snow has moved into Paradise Valley, and the troops helped to show picture already made within the valley.



ABOUT 10 PER CENT of the mountain's area, especially in some places, where the snow has moved into Paradise Valley, and the troops helped to show picture already made within the valley.



MAJ. GEN. BRYAN B. JONES (left) and another general of the U.S. Army Corps, are seen in the snow, where they are training in a winter's war on a long drive.



WINTER training in the snow, where they are training in a winter's war on a long drive.



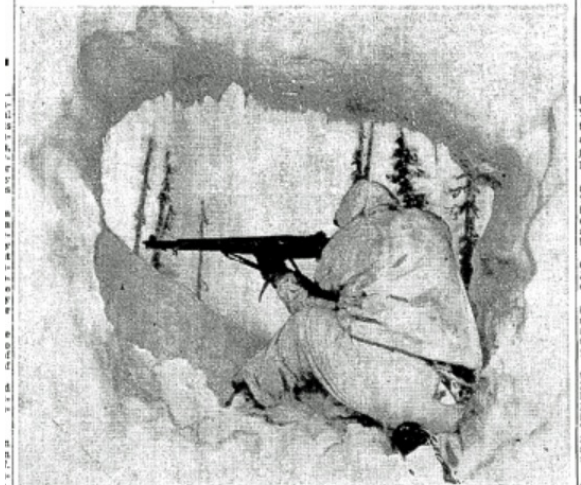
WINTER training in the snow, where they are training in a winter's war on a long drive.



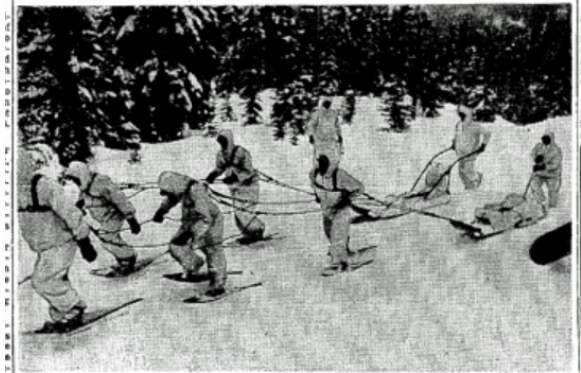
WINTER training in the snow, where they are training in a winter's war on a long drive.

WINTER training in the snow, where they are training in a winter's war on a long drive.

SKI TROOPS TRAIN ON MT. RAINIER

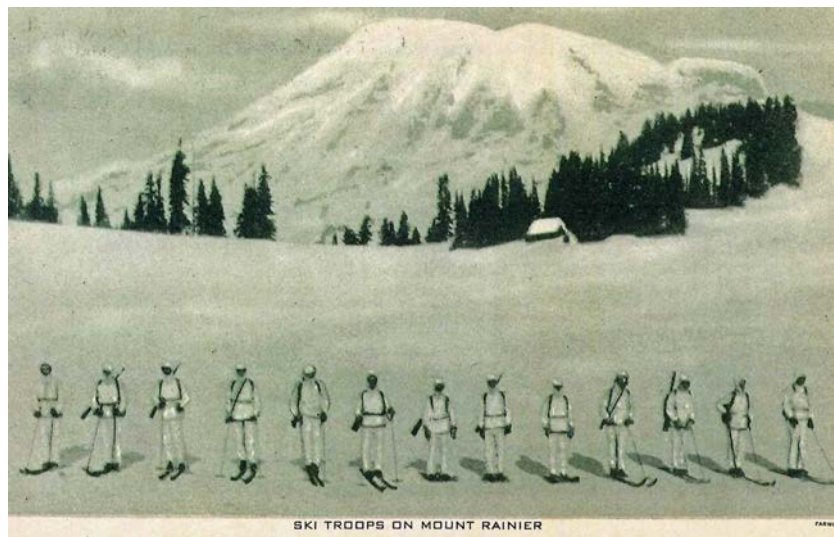


From an ice cavern on Mount Rainier, a mountain trooper aims his rifle during a recent sniper drill. Crouching against his snowy background, the soldier, in white uniform and hood, blends with the winter scene.



Wearing snowshoes, mountain troops form sled teams to haul equipment over the snowy trails. Soldiers use sleds at other times.

Seattle Times, March 29, 1942 (page 24)



SKI TROOPS ON MOUNT RAINIER

Courtesy of Kirby Gilbert

Sun Valley played a role with the Army's mountain troops. In the spring of 1941, Otto Lang, who had been a Sun Valley ski instructor, made the first mountain soldier training film ever made in America, *The Basic Principles of Skiing*. Lang had recently completed filming the ski sequences in the movie *Sun Valley Serenade* at Sun Valley, using Gretchen Fraser doubling for Sonia Henie. The Army authorized the use of a five-man detachment of soldiers from Ft. Lewis, Washington to participate, led by Lt. John Woodward, which included Sgt. Walter Prager, who was the coach of the Dartmouth ski team. John Jay, who was then an Army photographer, was assigned to the project. Lang enlisted a group of Sun Valley ski instructors to be in the film playing the role of soldiers, including Sepp Benedikter, Fred Iselin, Johnny Litchfield, and Pepi Teichner, all of whom went on to play major roles in expanding ski resorts after the war. The film demonstrated the Arlberg method of skiing that Lang learned from Hannes Schneider at St. Anton, Austria in the 1930s, a method that was well-suited to military skiing. The opening scenes for the movie were filmed in Hollywood showing recruits being equipped for their training. One of the recruits was Alan Ladd, then an unknown young actor, who previously had been in an Army film about VD. Lang's film was a "wonderful exposition of Arlberg." When finished, it was sent to Fort Lewis where the 1st Battalion of the 87th Mountain Regiment was activated on November 14, 1941. John Jay said the movie was "filmed so beautifully that, for years afterward, recruits to what eventually became the 10th Mountain Division complained bitterly that the ski troops were nothing like the movie."

In 1942, John Jay did a rock climbing film for the Army, "They Climb to Conquer," in which the vertical work was done by Sgt. Walter Prager. Jay also was third in command of an eight-man detachment of the 1st Battalion at Fort Lewis that made the first winter ascent of Mt. Rainier, which was filmed over a twelve day period where equipment was tested "under the severest conditions."

The ascent of Rainier was the cover story of the 1943 American Ski Annual.

Army Ski Troops Enter Ski Tournament

ARMY SKIERS ARE EXPERTS **** * * * * * **Mountain Troops Outpace Collegians**



These members of Uncle Sam's Mountain Troops, who have been working on the slopes of Mount Rainier, showed the collegians their heels when they raced without competing officially in last week-end's Pacific Coast Intercollegiate championship ski tournament. Left to right: Olaf Rode, F. I. S. instructor from Mount Hood; Charles McLane, former Dartmouth captain; Don Goodman, downhill star formerly of Sun Valley Ski Club; Dick Cochrane, assistant instructor at Mount Hood; Paul Townsend, former captain, University of New Hampshire.

Seattle Sunday Times, March 29, 1942, p. 6.

Army troops continued to train on Mount Rainier during the winter of 1942, working six days a week from dawn to dusk. Their rigorous schedule developed expert skiers from novices, and shaped the techniques of “many crack skiers who the unit numbers as ski instructors.” The Army permitted its ski troops to enter competitions where their skills could be tested against each other and non-service skiers. In late March 1942, five Army skiers from Mount Rainier “stole the show” from college racers at the

Pacific Northwest Intercollegiate Championships at Mount Rainier. A short stocky skier from Manchester, New Hampshire, private Charles McLane, was the best performer, beating U.W. skier Karl Neu by four seconds in the giant slalom. McLane had been a member of the Dartmouth Ski Team and was the Eastern amateur downhill and slalom champion. Another Army skier from New Hampshire won the downhill. Army skiers wore their Army issue ski trooper olive-drab uniforms and

white skis.³⁵¹

The Associated Women Skiers of Washington formed in the winter of 1942, and held the first All-girls tournament on Mt. Rainier that “drew a large and enthusiastic field of feminine racers. Nannett Garhert from Garfield High School won the Class B slalom course on Alta Vista. Jean Lafferty from Mount Hood won the shorter Class C race. The ski lasses planned and carried on all the races, and “many a shorts-clad slats-rider added color to the spring ski scene.”³⁵²

The Kandahar Race was held the first weekend in April on Mount Hood, and only event for top flight skiers of proven ability. The winner would receive the Kandahar cup from the Kandahar Ski Club of Switzerland. The event began at Yosemite in 1938, and alternated between there and Mount Hood. Twelve Seattle skiers would compete, plus the U.W. ski team. Skiers would then head to the Silver Skis race on Mount Rainier.³⁵³

The Silver Skis race was the last event of the year 1942. Army ski troops entered the race along with the cream of the crop of local racers. Army soldiers were shown on the poster advertising the event, and those in the Silver Skis race were described as “dangerous.” There were 54 entries in the race, including seven from the “crack mountain troops.” The course was set by Lt. John Woodward . Seattle Ski Club veteran Matt Broze (who had won a diamond Pin at Sun Valley) won the 3.16 mile race from Camp Muir to Edith Creek Basin in “near record time” of four minutes and 57 seconds, beating out Walter Prager. Ray Zoberiski, the highest Army skier, placed forth. “The entire

³⁵¹ *Army Skiers are Expert, Mountain Troops Outrace Colleges in Pacific NW's Intercollegiate Championships*, by Lt. John Jay, Seattle Times, March 22, 1942 (page 6).

³⁵² *Nannette Garhart in Victory at Rainier*, Seattle Times, March 30, 1942 (page 16).

³⁵³ *Kandahar Due this Week-End*, Seattle Times, April 2, 1942 (page 38).

course was visible for the hundreds of spectators who lined the course. The snowfields were fast and icy, but on Panorama and Edith Creek, the snow was smooth and well packed.” Shirley Macdonald of the Sun Valley Ski Club won the women’s race from Camp McClure Rock by nearly one minute. The 1942 Silver Skis race was the last held during the war, and the race was not run again until 1946.³⁵⁴

Photo courtesy of Kirby Gilbert.

The Sun Valley Resort was disrupted by the war during 1942. In January 1942, the F.B.I. detained three nationally-known ski instructors at Sun Valley “on charges of being enemy aliens.” Freidl Pfeifer and Hans Hauser were taken to a North Dakota detention camp, and Seep Froelich was being held in a county jail. Pfeifer was the head of the Sun Valley Ski School, won the national

³⁵⁴ *Army Entries in Silver Skis are Dangerous*, Seattle Times, April 5, 1942 (page 5); *Matt Broz Captures Silver Skis Classic*, Seattle Times, April 13, 1942 (page 19); Galvin, *Silver Skis Races*, Sahalie Historical Note # 11..

slalom championship in 1940, and was married to the daughter of a prominent Salt Lake City banker. Hauser, winner of the F.I.S. downhill championship at Innsbruck in 1933, was a Sun Valley ski instructor. Froelich was the husband of a daughter of a wealthy Eastern family. After an investigation, the men were released, and in March 1942, Pfeifer resigned as head of the Sun Valley ski school, and applied for enlistment in the U.S. Army para-ski troops.³⁵⁵

The Sixth annual Harriman Cup in Sun Valley was held on March 28 & 29, 1942. The downhill course started at the top of Christmas Bowl,

an extremely fast schuss led over a long track-scarred traverse to the "Execution Head." Leaving "Execution" to the right, the leg-murdering, frightful-looking drop into the Canyon began. After passing "Suicide Corner" at the Roundhouse and reaching the entrance to the 'Narrows,' the racer had to enter the "Traverses" to his right - three small steep-hanging passages leading to the lower part of "Exhibition." From there a long straight run took him into Riverside, which looked easy - if your legs held out after the difficulties of the upper part of the course.

Barney McLean, an amateur skiing for the Zipfelberger Ski Club from Denver, won the downhill beating Alf Engen, Roland Chivers, Dick Durrance and Jack Simpson. McLean won the combined "after a stiff battle with Alf Engen." Durrance placed third. Both skiers had 268 points, but under the Harriman Cup rules, the winner in case of a tie is the winner of the downhill, who was McLean. Catherine Henck won the women's downhill, followed by Gretchen Kunigk Fraser and Clarita Heath, all skiing for Sun Valley. Heath won the women's combined followed by Fraser. A jumping exhibition ended the weekend headed by Torger Tokle, Art Devlin and Alf Engen. "There were three, five and even six jumpers flying through the air at the same time," and Torger Tokle set a new hill

³⁵⁵ *Pfeifer Held as Enemy Alien, F.B.I. Questions Ski Champion*, Seattle Times, January 8, 1942 (page 10); *Pfeifer Seeks to Join Army*, Seattle Times, March 1, 1942 (page 5).

record.³⁵⁶

In December 1942, Sun Valley announced that it would close for the duration of the War on December 20. Hundreds of persons with reservations for the Christmas holidays were being notified. “Scarcity of help, shortage of food, fuel rationing and rail-traffic conservation were given as reasons.” The closure hit the U. of Washington ski team, that was forced to cancel its planned trip to Sun Valley to compete in an Intercollegiate ski meet over the holidays. It also forced 500 Seattle area skiers, who had reservations for Sun Valley for the holidays, to change their plans. The closure meant the end of three big-time ski meets planned there. The closure affected 625 Union Pacific employees, a ski-instructor staff of ten men headed by Otto Lang, and 1,000 skiers with reservations for the holiday.³⁵⁷

In the spring of 1942, ski writers asked with the war going on, “what’s to become of skiing?” Many old guard skiers will be in the service, although some would continue skiing as members of mountain regiments. The rest will wonder how to get to the mountains with gasoline and tire rationing. The Pacific Northwest Ski Association planned on a competitive season at Stevens and Snoqualmie Pass, where the highways would be kept open. Ski clubs discussed combining to charter buses to take their members skiing, and Snoqualmie Pass clubs were already getting together on ski problems. The Rainier National Park Company planned to be open during the winter of 1943. Sid Gerber, a ski-equipment manufacturer, was going to knit all summer so there would be enough merchandise available for skiers. The Husky ski coach said Washington would have a powerhouse team next year, and they planned to send its team to meets by rail. “All in all, the ski experts agree

³⁵⁶ *McLean Wins Harriman Cup from Engen*, Seattle Times, March 30, 1942 (page 16); *Sixth Annual Harriman Cup and International Downhill and Slalom Tournament*, American Ski Annual 1942, pages 176 - 180.

³⁵⁷ *Sun Valley Closes for War’s Duration, & Sun Valley Closure Hits U.W. Ski Plans*, Seattle Times, December 8, 1942 (pages 24 & 30).

it's hard to tell just what will happen next year, but they are leaving no stone unturned in an effort to continue the sport.” A surprise wedding in the ski clan took place in Sun Valley, where Lt. John Woodward married Verone Lynch. Woodward was one of two officers and ten men assisting Hollywood movie men shooting training films for the Army.³⁵⁸

In spite of the successful ski season in Washington, the war was looming more than ever and the upcoming season was uncertain as described by the president of the Pacific Northwest Ski Association.

Looking back upon our successful and complete ski season, and then trying to look forward to next season, I find myself in a quandary. It is hard to prophesy with any certainty that there will be any tournaments of major size, at least in the Northwest....The gas rationing edict may prevent large numbers of skiers from congregating here. Most of our skiing areas are accessible only by auto, and the railroads will not be able to handle increased loads to spots accessible by train. There will be some skiing, of course, skiers being what they are. The few gallons of gas doled out to car owners will be jealously hoarded for occasional trips, and there will be more joining of forces than ever before, but when it comes to tournaments, the aspect is gloomy.³⁵⁹

B. MOFFETT & MORRIS ACQUIRE SKI LIFTS, INC.

In 1942, Chauncey Griggs sold his stock in Ski Lifts, Inc. to Webb Moffett and Rance Morris for \$3,500, which included the Snoqualmie Summit ski area operations. Skiing continued at Snoqualmie Summit in spite of the war imposed rationing, and thrived under Moffett's management.

With the outbreak of the war in 1941, the Tacoma-Seattle businessmen, toting up unimpressive receipts for the few years they had backed skiing, decided to bow out. They believed gasoline rationing, for instance, would doom out-of-town recreation. Moffett, not so easily dissuaded, offered to buy the group's rights to Snoquamlie, and his offer of \$2,000 was accepted with alacrity....Curiously, it was gas rationing that saved Snoqualmie Summit. People did not have enough gas to drive the 90 odd miles to Rainier, a more popular area then,

³⁵⁸ *Skierita, Ski Clan Will Carry On, Let's Keep 'Em Flying*, by Rita Hume, Seattle Times, April 26, 1942 (page 8).

³⁵⁹ Pacific Northwest Ski Association, *American Ski Annual 1943*, pages 169, 170.

but they could, with car pools, get the 56 miles to the pass....Other breaks befell the Moffetts. Because of defense priorities, they were unable to buy lumber, so they bought and dismantled an abandoned CCC barracks and rebuilt it at the base of the rope tow as a hamburger hut.³⁶⁰

Webb Moffett described how the Summit Ski area survived during WW II in spite of the gas rationing imposed by the federal government, and the fact he paid \$3,500 for the Ski Lifts Inc. stock, not \$2,000.

With the outbreak of war in 1941, the future appeared rather dismal. Rainier was set aside for the training of mountain troops, Mt. Baker was closed for the duration, and, the most critical problem for everyone was gas rationing. The Tacoma people decided to bow out and sold the operations at Rainier, Mt. Baker, and Snoqualmie for \$3,500. Even the Milwaukee Bowl, which had been very popular by virtue of the ski trains, had to close down for lack of rolling stock. Curiously, it was gas rationing that saved Snoqualmie. People still wanted to ski and they could pool their five gallons of gas a week, jam-pack their cars, and drive the shorter distance to Snoqualmie. Business quadrupled the first year, and Snoqualmie grew with more and more rope tows.³⁶¹

Webb Moffett said in 1942, Ski Lifts, Inc. grossed \$28,000 at Mount Rainier and Snoqualmie only grossed \$1,500. During World War II, the company's gross income was \$800, \$1,600, and \$3,200, as it was the only ski area operating in the area.³⁶²

³⁶⁰ Huston Horn, *There are no Wet Blankets at Snoqualmie*, undated article in Seattle Municipal Archives.

³⁶¹ Moffett, *A Brief History of Skiing in the Northwest*, Puget Soundings Magazine, 1978.

³⁶² Prater, *Snoqualmie Pass, From Indian Trail to Interstate*, page 137.



Webb Moffett, courtesy of Moffett family.



Webb Moffett, courtesy of Moffett family.



Virginia Moffett, Hal Kihlman, & Webb Moffett. Kihlman was an owner of Osborn & Ulland and a ski instructor. Courtesy of Moffett family.

C. SKI SEASONS OF 1943 - 1945

Conditions had changed dramatically by the winter of 1943. In December 1942, the Office of Defense Transportation ordered railroads not to run sports specials for the duration of the war. The Milwaukee Road decided not to operate the ski train or the Ski Bowl during the upcoming season so it could commit its resources to the war effort, and the Times ski lessons were canceled. The Times committed to start ski lessons again once the war was over.³⁶³

The Milwaukee Railroad's Ski Bowl had dramatically changed local skiing in the late 1930s and early 1940s. Legions of skiers took Milwaukee Road trains to ski at the Ski Bowl, and many learned to ski in Ken Syverson's ski school. High school ski clubs were formed because of the excitement caused by the Ski Bowl, and special trains carried students to the Pass to learn to ski, to race, and to dance on the trip back to and from Seattle. The Ski Bowl's jump made the Northwest the center of international competition.

Some organized skiing events were held in February 1943. "Just when Northwest skiing appeared to be on its last legs, Leavenworth came up with a blue-ribbon jumping tournament ...on the city's famous Big Hill." Leavenworth canceled its annual jumping championships because of transportation difficulties, but this tournament had "all the color and class of the championships." Most of the Northwest's crack jumpers would attend, and the proceeds of the event would go to the Camp Little Norway Association at Toronto to aid young Norwegian jumpers training in Canada during the war. The same month, the U.W. and Washington State ski teams met at Mount Spokane in the only major tournament of the season. Six man teams competed in four events - downhill, slalom, cross-country, and jumping. Sahahlie Ski Club held its club championships at Snoqualmie Summit,

³⁶³ *Times Free Ski School Called off for Duration*, Seattle Times, December 29, 1942 (page 21).

with downhill and slalom races for both men and women. The few skiers who managed to get out during the winter of 1943, reported that conditions at Snoqualmie Summit were the best in ten years, with a 12 or 13 foot base and a “fine covering of powder snow.” The annual high school ski championships were held at Snoqualmie Summit the last weekend of February 1943, “one of the few snow tourneys which hasn’t folded up for the duration.” Roosevelt, West Seattle and Lincoln would make a fight for the team title, and 50 skiers were expected. Boys competed in downhill, slalom and cross-country, while girls only competed in slalom. The annual Washington State High School ski tournament was called off, however, since most ski areas were closed and those remaining open were too far to be practical with gasoline rationing.³⁶⁴

The 1943 UW Tyee reported on the Husky’s ski team in the winter of 1943, whose activities were limited by the war.

Plagued heavily by Uncle Sam’s wartime needs, the 1943 University of Washington ski edition had little chance to distinguish itself as a worthy defender of the Pacific Coast Championship which it has held the past five years. Transportation difficulties caused the cancellation of the big annual Christmas tournament at Sun Valley, Idaho, and the Pacific Coast classic.

There was one tournament held in the winter of 1943, a three-day dual contact with Washington State at Mount Spokane in February. Husky skiers won the slalom and jumping events and placed heavily in cross-country and downhill races, “scoring a decisive victory over the Cougars.

America’s companies took advantage of the country’s fascination with skiing and the war effort by running ads that would never pass muster today. A Camel cigarette ad from February 1943,

³⁶⁴ “Leavenworth Sets Ski-Jump Tournament, “Big Hill” Will See Leapers in Action Sunday,” Seattle Times, February 2, 1943 (page 19); *Ski Stars Jump Today*, Seattle Times, February 14, 1943 (page 5); *Husky - W.S.C. Ski Meet Set*, Seattle Times, January 15, 1943 (page 260); *Preps to Ski Today*; *Hostmark in Army*, Seattle Times, February 28, 1943 (page 7).

Gretchen was so thrilled over the showing of the Tacoma contingent that by the next fall she had talked her parents into purchasing her a ski outfit...[She] took to the snow sport like a duck to water. In 1936, Gretchen had won the Northwest Novice Women's Championship at Paradise, and in 1937, she won the PNSA slalom title, defeating Ski Smith, and finished third in the downhill behind Grace Carter and Skit Smith. In 1938, Gretchen won the women's Silver Skis Downhill, was second in the Harriman Cup in Sun Valley, first in the PNSA downhill and combined, and won the Tournament of Roses giant Slalom on Mount Hood.

In turn, Gretchen inspired another Tacoma girl to take up skiing, Shirley McDonald. Shirley and Gretchen made "fine showings in the nationals at Sun Valley in 1940." In 1941, Gretchen was a member of the "West" team in the annual Women's East-West meet at Sun Valley, and won the national women's downhill and combined titles at Aspen. In 1942, Shirley won the National Women's Downhill and Combined Title at Yosemite, and Gretchen won the slalom title. Shirley made a clean sweep of the Far West Kandahar at Mount Hood, taking the women's downhill, slalom and combined, and won the women's Silver Skis race on Mount Rainier for the second year running. Both Gretchen and Shirley were members of the 1942 West team at Sun Valley, where Gretchen was captain.

The four women from Tacoma captured eight national championships and many other titles during their careers. They

worked their way to the championship brackets, have garnered a goodly share of the silverware so cherished by competitive skiers this country over. But not only that, they have blazed the trail for others to come and thus definitely put the Pacific Northwest on the map as a center of major importance.³⁶⁵

³⁶⁵ Clifford, Howard, *American Ski Annual*, 1944, page 183.



American Ski Annual, 1944

Government Provides Recreation for its Military Personnel

The Northwest was a major center for military activities in the country, and a large number of soldiers and sailors were stationed here during W.W. II. Not only did Fort Lewis play a critical role during W.W. II by training Army troops for combat, there were numerous Army and Navy troops stationed in the Northwest during the war. Shipyards and Boeing Aircraft Company produced critically needed war machines. Army supply depots stored huge amounts of war materiel that was shipped to front lines.

The state's 15 shipyards were busy building warships. Boeing turned out thousands of B-17 and B-29 bombers. Pacific Car and Foundry produced hundreds of Sherman tanks. And Hanford purified the plutonium for the atomic bombs dropped on Japan by B-17s... By 1945, Washington was the country's third-largest producer of aluminum.³⁶⁶

³⁶⁶ Warren, James, "The War Years: A Chronicle of Washington State in World War II.

Washington was the site of a number of Army Supply Depots that were important to the war effort.

During World War II a number of U.S. Army and Army Air Force supply depots were established in Washington state, and an existing army depot on the Seattle waterfront was greatly expanded. These depots played a critical role in supplying the war effort in Alaska and the Pacific and in transporting Lend Lease shipments to the Soviet Union. The Seattle depot became a port of embarkation for troops, with thousands leaving from there for combat and many of the survivors returning there at war's end...The depots in Washington delivered goods through the ports to resupply Alaska military bases and support the war in the Aleutian Islands. They also supported the war in the Pacific, shipping critical equipment and supplies to Hawaii and beyond. The Pasco Engineering Depot was a major supplier of equipment for military engineers.³⁶⁷

The government realized that recreation was an important issue for its service men and women. and providing facilities for off-duty activities was a major mission.

In 1942, an Army Recreation Camp was built at Jefferson Park in Seattle with a capacity for 1,000 people. It was designed to provide sleeping and eating facilities for service men who were on furlough, and served as a “clearing house” for civilian entertainment plans. It was built “with limited funds” by 53 soldiers and C.C.C workers at “a fraction of the total if built on a wartime construction basis.” It had 55 knotty pine and cedar cottages, 73 winterized tents, a large concession building with a bar, soda fountain, recreation hall, a women’s reception room, officers quarters, a large bathhouse, and sprawled on ten acres on the west side of the Jefferson Park Golf Course.

The center will perform a dual function: provide a “free hotel” for soldiers on liberty who are visiting in Seattle, and assist community and civic groups to provide entertainment for service men...While the recreation center will not actually provide entertainment for service men, it will be open to any civic organization which wishes to do so, and the recreation hall, containing a large dance floor and a portable stage, will be available for civilian sponsored functions.

Major Ralph J. Sitts of the Quartermaster Corps was in charge of the facility’s construction and operated it thereafter.

³⁶⁷ Denfeld, Duane Colt, “Washington State Army Depots in World War II,” *Historylink Essay 10215*.

In 1943, the Army Recreation Center at Jefferson Park was called "the outstanding camp of its kind in the United States." The people of Seattle "have gone out of its way helping to establish it," and through the Seattle War Chest, they contributed "a considerable sum of money to complete the necessary buildings...The usefulness of the camp has since far more than justified that expenditure." The enterprise and ingenuity of Major Sitts was responsible for "much of the center's

WORK SPEEDED ON ARMY RECREATION CAMP



Although work was begun less than two months ago, this large Army recreation center already is 60 per cent complete and will be ready to receive half of its 1,000-man capacity by May 15. Free to service men, it will provide sleeping and eating facilities for them while on furlough and will serve as a "clearing house" for civilian entertainment plans. The camp is in Jefferson Park.

Army Recreation Hall Built With Economy and Energy



Establishing somewhat of a room; officers' quarters, and a building record, 53 soldiers and C. C. C. boys today were rushing work on a huge Army recreation camp in Jefferson Park, and already have completed 60 per cent of their task, despite limited funds and time.

The recreation center, at 15th Avenue South and Dakota Street, is on Park Department property. For service men visiting Seattle on furlough, it will provide quarters for 1,000 at a time.

In charge of the construction work is Maj. Ralph J. Sitts, Quartermaster Corps.

Work Done Rapidly

Although work was begun less than two months ago, the camp will be opened to operate at half capacity May 15, Major Sitts said.

Sprawling out over approximately ten acres on the west side of the Jefferson Park Golf Course, the camp will contain 55 knotty pine and cedar cottages, 73 wintered tents, a large concession building with a bar, soda fountain, recreation hall and women's reception room.

While the recreation center will not actually provide entertainment for service men, it will be open to any civic organization which wishes to do so, and the recreation hall containing a large dance floor and a portable stage, will be available for civilian sponsored functions.

It is the second of its kind to be built in the West. A similar camp was built recently at Santa Monica.

Limited funds allotted by the War Department provided for materials only, Major Sitts said. Thirty C. C. C. youths and 23 service men are building the camp.

The center will perform a dual function: provide a free "hotel" for soldiers on liberty who are visiting in Seattle, and assist community and civic groups to provide entertainment for service men.

Reception Center Provided

The latter function, Major Sitts said, will also include provision of a communication center to enable soldiers to make appointments with wives, relatives or friends, and a reception center for civilians visiting the camp on such appointments.

Police Department telephones were lack in operation today after a hectic few hours yesterday afternoon during which headquarters had little or no wire communication with the outside world.

Fire in a manhole outside the Public Safety Building burned a

The new maximum export price regulation affects exports to Alaska and other territories' despite language of the regulation stating that an export sale "is a sale of any commodity or product for export to any place outside the territorial limits of the United States."

Police Department telephones were lack in operation today after a hectic few hours yesterday afternoon during which headquarters had little or no wire communication with the outside world.

Fire in a manhole outside the Public Safety Building burned a

The new maximum export price regulation affects exports to Alaska and other territories' despite language of the regulation stating that an export sale "is a sale of any commodity or product for export to any place outside the territorial limits of the United States."

Police Department telephones were lack in operation today after a hectic few hours yesterday afternoon during which headquarters had little or no wire communication with the outside world.

Fire in a manhole outside the Public Safety Building burned a

effectiveness.”³⁶⁸

Given the number of soldiers and sailors who were stationed in Western Washington during W,W, II, the Pacific Northwest Ski Association (PNSA) and local ski clubs organized to provide the military access to skiing. Sahalie Ski Club led efforts by bringing them to their lodge on Snoqualmie Pass on weekends and teaching them the sport. The club was recognized for its contributions to

³⁶⁸ “Army Recreation Hall Built With Economy and Energy,” *Seattle Times*, May 2, 1942 (page 3); “Good Job on Both Sides,” *Seattle Times*, March 24, 1943 (page 6).

servicemen in 1943.

The Sahalie Ski Club, which has been host to more than 200 service men at Snoqualmie Summit this season, will open its lodge to 25 Fort Lawton soldiers today. Many of the service men have never had skis on, but that won't make much difference because the Sahalie program today calls for an obstacle race in which the competition will ski on everything from barrel staves to ice skates.

The PNSA supported skiing programs for servicemen, in which, it said, "Sahalie has taken the lead." Sahalie housed as many service skiers as could come to the Summit, but there were not enough cars to transport everyone who wanted to participate, so the public was called on to help. Most of the servicemen who went to Sahalie had never skied or seen snow before. Another skiing opportunity was available to service members at the Jefferson Park Recreational Camp in Seattle, where they could be outfitted with ski equipment at no charge. "The skiing, on hills adjacent to the camp, is under the supervision of camp officers and will continue as long as snow remains."

A soldier-civilian ski party was held at Snoqualmie Summit on Wednesday February 10, 1943, where soldiers from McChord Field and the Jefferson Park Recreation Center could ride the Summit tow that would operate for the event.

Fifty officers and enlisted men from McCord Field in Tacoma and a like number from the Seattle Jefferson Park Recreation Center will travel by bus to the Snoqualmie Summit Tuesday to prepare for the festivities.. On Wednesday, both soldiers and civilians can take advantage of the ski tow which will be operated through the cooperation of the owners.

A plea was made to civilian skiers to include soldiers in their skiing plans the rest of the season.

While the Jefferson Park Center is able to send two bus loads of service skiers to the Summit every week-end, that doesn't begin to take care of the demand from the fighting men. If you are planning a ski trip and have an empty seat or two in your car, call Major Ralph Sitts, head of the Center...or the Seattle Times sports desk and a service skier will be assigned to your car. Also, the Center can use many more contributions of ski equipment, particularly boots. The 100 outfits now available don't begin to outfit all the soldiers and sailors who want to go skiing.

On February 7, the *Seattle Times* reported that 100 service men completed arrangements for their “ski fling” at “Snoqualmie Summit this week.” That group would travel to Snoqualmie Summit on Tuesday to prepare for the ski day on Wednesday. Civilian skiers were also invited to “take advantage of the tow that day.” The Jefferson Park Center was still trying to obtain more ski rides and equipment. Skiers were invited to take military personnel with them on ski trips if they had room in their cars, and were asked to donate ski equipment to the Center.

SOLDIERS SET MID-WEEK SNOQUALMIE SKI PARTY



SOLDIER SKIERS RIDE BUS TO SNOQUALMIE SUMMIT
(Left to right) Pfc. Frank Brunson Technicians Bob Leimbach, and Ardino Orsi,
Corp. George Hillman

Seattle Times, January 31, 1943 (page 7)

Local ski clubs hosted a Sports Dance in early February 1943, “at which both service men and civilians will mingle.” The host clubs include Sahalie, the Penguins, Mountaineers, Sno Owls and Washington Alpine, and Seattle Ski Club. In addition, the “natural-color” ski movie, *Ski Patrol*”

filmed by Lt. John Jay was exhibited in early February 1942 at Meany Hall on the University of Washington campus. The movie detailed the work of the Army mountain troops.³⁶⁹

During the winter of 1943, Sahalie hosted military personnel at its lodge on many weekend, and provided ski lessons to them. On Sunday, February 14, 1943, the *Seattle Times* reported that

Sahalie Ski Club, which quietly has been playing an important role in making skiing possible for service men in the Seattle area, will host another Uncle Sam contingent today. Forty-five Navy and Anti-Aircraft skiers will be guests of the club at its Snoqualmie lodge. Sixty-five took advantage of that same hospitality last week.

On the last weekend of February, 1943, Sahalie,

which has been host to more than 200 service men at Snoqualmie Summit this season, will open its lodge to 25 Fort Lawton soldiers today. Many of the service men have never had skis on, but that won't make much difference because the Sahalie program today calls for an obstacle race in which the competitors will ski on everything from barrel staves to ice skates. Conditions at the Summit "are perfect."

Pacific Northwest Ski Association officials met in early March 1943, "to discuss furthering of the service skiing program in which Sahalie had taken the lead."

It's Sahalie's policy to house as many service skiers as can come to the Summit... However, we don't have enough cars to handle the transportation of all the service men who want to make the trips. Any help other skiers can give us on this will be greatly appreciated. Most of the service men who are guests of Sahalie have never had skis on before, and many seen snow.

In early March, 19 Seattle area clubs sponsored a Victory Fair at the Jefferson Park Recreational Camp for service men, which was also open to the public. Six orchestras would provide music for dancing, with special dance acts, along with wrestling and boxing exhibitions and a roller-skating show. Carnival booths would use artificial money for dice games, penny pitch, dart and nail-driving games, bingo, roulette and ball games. There would be an archery court and a fish pond, "and

³⁶⁹ "Soldiers Set Mid-Week Snoqualmie Ski Party," *Seattle Times*, January 31, 1943 (page 7); "Prep Ski Meet Being Planned for Snoqualmie," *Seattle Times*, February 7, 1943 (page 7).

girls in costumes will man all booths, as well as act as partners for dancing.” Sahalie Ski Club was one of the sponsors along with a number of other Seattle area service organizations.

Sahalie continued its normal ski activities during the war as best it could. Sahalie held a dance at the Sand Point Country Club in late February 1943, to raise funds to clear trees behind their clubhouse. The prior weekend, Sahalie hosted 35 service men from all parts of the country, many of whom had never skied before.

Sahalie held its club championships at the Summit on February 21, 1943, with downhill and slalom races for both men and women. Gus Eriksen, coach of the University of Washington lightweight crew, was chairman of the event. Ski conditions on the Pass were the best they had been in ten years, with a 12 or 13 foot base with a covering of powder snow. Randall Zimmer and Howard Miller tied for combined honors but the cup went to Zimmer under the rules on the basis of his downhill run. Betty Malone won the women’s combined crown.

Sahalie sponsored the PNSA’s annual women’s and junior tournament on the last weekend of March 1943, with downhill and slalom races. Thirteen women “snow riders” and 30 juniors entered. The same weekend, a Ski Jumping Exhibition hosted by the Seattle Ski Club was held at the Summit. Proceeds from both events would be donated to the Army Recreation Camp in Seattle. Transportation and equipment would be arranged for servicemen. Olav Ulland “soared 211 and 213 feet from the takeoff at Snoqualmie Pass yesterday to smash the Beaver Lake jumps record and take the honors in a ski tourney staged for the benefit of service men in the Seattle area.” Ulland beat the record set by Alf Engen several years before. The big thrill of the event was the “sensational” 217 foot jump made by Ray Hendrickson, a youth from Leavenworth, who fell on the landing so it did not count as a new record. Bill Healy of the Multnomah Athletic Club of Portland, finished first in the slalom and

second in the downhill to win the Northwest Junior Combined Championship. Alma Hansen of the Cascade Ski Club won the women's combined title.³⁷⁰

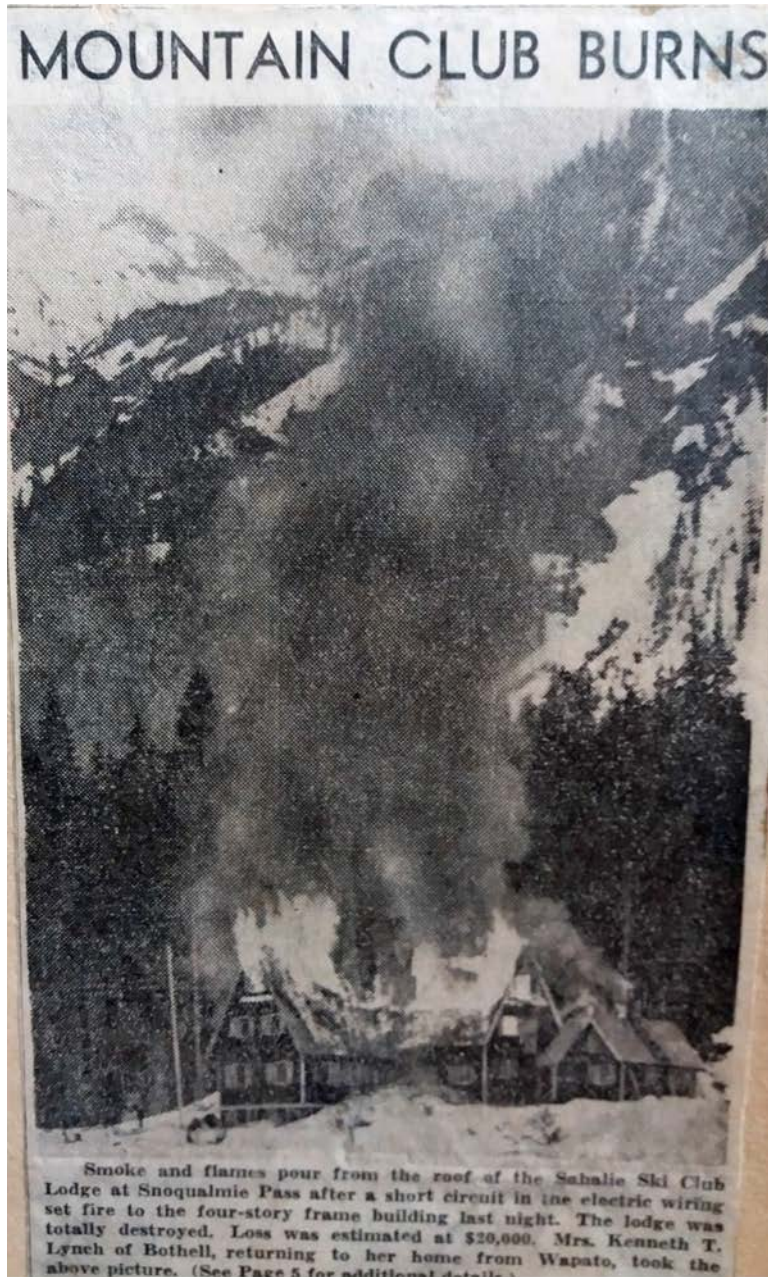
Two ski lodges on Snoqualmie Pass burned down during the war, the Sahalie Ski Club lodge in 1943, and the Mountaineers Lodge in 1944. In addition, the Cascade Ski Club's "rather ancient cabin at the south base of mount Hood, Oregon," collapsed at the end of 1942, from heavy snow that had piled up on its roof. The whole central section of the building was crushed but dormitories at both ends remained up, "although damaged."³⁷¹

On April 16th 1943, the four story Sahalie Ski Club lodge at Snoqualmie Pass burned to the ground, the result of defective wiring on the fourth floor - the club had its own electrical system. The fire was discovered by five youths who had hiked to the lodge to ski. They were able to reach the lodge in time to save "much of its furnishings, including skis, sleeping bags, tables and desks and the juke box." They were assisted by Larry Hamilton, the lodge's caretaker, who was working on the building's water supply system a short distance away when the fire started." The lodge had sleeping accommodations for 85. "During the winter it had been used for many ski parties for service men, and plans were to have it for a service men's recreation camp in the summer." Sahalie Ski Club was recognized by the military as having done more than any other organization to give soldiers a taste of skiing in the Northwest. Sahalie's president said he did not know whether the lodge would be rebuilt

³⁷⁰ *Skiers Invited to Park Slide*, Seattle Times, January 25, 1943 (page 5), *Ski Party February 10*, Seattle Times, February 2, 1943 (page 18); "Ski Stars Jump Today," *Seattle Times*, February 14, 1943 (page 5); *Ski Club to Give Dance Friday Night*, Seattle Times, February 22, 1943 (page 7); "Preps to Ski Today, Hostmark in Army," *Seattle Times*, February 28, 1943 (page 7); "Ski Meet on Today," *Seattle Times*, March 28, 1943 (page 6); "Service Men to be 'Fair' Guests," *Seattle Times*, March 7, 1943 (page 8); "Junior Skiers to Vie Sunday," *Seattle Times*, March 21, 1943 (page 5); "Ulland Cracks Jumping Mark at Snoqualmie," *Seattle Times*, March 29, 1943 (page 14).

³⁷¹ "Pacific Northwest Ski Association," *American Ski Annual, 1944*, page 176.

at the present time. The loss was estimated at \$20,000, and the club had \$5,000 of insurance.³⁷²



Efforts to

give soldiers and

³⁷² *Fire Destroys Pass Ski Lodge*, Seattle Times, April 17, 1943 (page 5); *Weide Elected Sahalie Prexy*, Seattle Times April 10, 1943 (page 8); .

sailors access to skiing continued in 1944. The loss of the Sahalie Lodge meant that the club's hill could no longer be used to host service men who wanted to ski, so the Seattle Ski Club hill at Snoqualmie Summit was put into use. In April 1944, the *Seattle Times* printed a picture of Major and Mrs. Sitts at the Seattle Ski Club, which was then only open to service men. Major Sitts was in charge of the U.S. Army Recreation Camp at Jefferson Park, which had 160 sets of equipment "and toggery" that had been donated by Seattleites for use by service men and women. Each weekend, the equipment was used by large groups who wanted to go skiing. Service members were conveyed to the Snoqualmie Pass on Army trucks.



Although civilian Seattle ski enthusiasts can't pursue their favorite sport in wartime, the Army has seen to it that service men and women in the Northwest enjoy the sport. The program has been in charge of Maj. Ralph J. Sitts, company commander of the U. S. Army Recreation Camp at Jefferson Park. The camp has 160 complete sets of equipment and toggery, donated by Seattleites, and each week-end this winter has outfitted large groups who want to go skiing. Here Major and Mrs. Sitts stand by the sign at Snoqualmie Pass pointing to the Seattle Ski Club, now open only for the military. Service men and women are convoyed there in Army trucks. The Sittses are both enthusiastic skiers. After convalescing over a year from a ski accident, Mrs. Sitts recently again took up the sport. The popular Army officer and his wife, natives of Walla Walla, came to Seattle from San Francisco, where their son and daughter are now attending school.—Official U. S. Army photo.

Seattle Times, April 2, 1944

The *American Ski Annual, 1944*, reported that the last event the ski season of 1944, was a benefit for the athletic fund of the U.S. Army Recreation Camp at Jefferson Park in Seattle, hosted by the Seattle and Sahalie Ski Clubs. The *Seattle Times* reported that recreational skiing had been confined to Stevens Pass, Snoqualmie Pass and Mt. Spokane during the war. Mt. Baker and Paradise were closed for the war, Sahalie's Lodge on Snoqualmie Pass burned down, and the roof of the Cascade Ski Club Lodge at Mt. Hood collapsed under heavy snow. Much valuable equipment was lost in both locations, but no one was hurt. Servicemen were able to ski as the military took over several hills on the weekends. The U.S.O. took skiers from Tacoma to Mt. Rainier and the U.S. Army Recreation Camp ran regular trips to Snoqualmie. The Penguin Ski Club of Seattle and the Tacoma Ski Club collected old ski equipment for the use of the servicemen.

Major Sitts, who had been responsible for organizing the military's activities at the Army Recreation Camp at Jefferson Park in Seattle, was reassigned to an Army camp in California later in April 1944. Sitts had built the Jefferson Park facility "into the largest of its kind operated by the Army."³⁷³

In August 1944, the Seattle Ski Club met to plan for the ski season of 1945. "As was done last year, the club again will cooperate to the fullest extent with the Army."

The military competed elsewhere as well. In January 1943, a "ten-round smoker" or boxing tournament was held at the Sand Point Gymnasium where Seattle's two major teams, representing Naval Air Station and the Pier 41 Naval Station faced off against each other. In March 1945, "the Coast Guard made a virtual sweep" at a Service Skiing Tournament was held on Stevens Pass. Coast

³⁷³ "Skiing in Western Washington - 1944," *American Ski Annual*, http://hyak.net/lost/skiing_1944.html; "Sitts Ordered to Camp Hahn," *Seattle Times*, April 12, 1944 (page 5).

Guard skiers won the Men's Open Slalom, followed by racers from the Merchant Marine, Navy, Coast Guard, and the Navy. The Coast Guard won first and second in the Men's Novice Slalom, followed by three Navy skiers. The Coast Guard also took first and third in the Women's Open Slalom, and the won the top five places in the Women's Novice Slalom.³⁷⁴

Some of the positive skiing news during the war came in the fall of 1943, when the Army announced it was building an "Alaskan GI Sun Valley" near Anchorage, five miles east of Fort Richardson. It would have a five mile run, a warm up cabin, and two Quonset-type huts for the accommodation of the soldiers.³⁷⁵

U.S. Seeks to Revoke Citizenship of Hans-Otto Giese

The United States Government took a controversial step in 1943, when it filed a lawsuit seeking to revoke the citizenship of local ski hero, Hans Otto Giese, asserting that he "did not renounce fully allegiance to Reich when he took American oath," and accusing him of "allegiance and fidelity to Germany." His attorney, who had known him for 10 years, said Giese had a "deep-seated affection to the America as the land of his adoption," and that a great mistake had been made. In March 1943, the Army issued a military order excluding Giese from the Western Defense Area, so he moved his family to Denver.

The trial took place in the summer of 1943, and received extensive publicity. The government seized a large number of documents from Giese's house and tried to use many in its case against him. This included a letter he wrote to a friend in Germany, copies of newspaper clippings describing

³⁷⁴ *Seattle Ski Club to Meet Thursday, Seattle Times*, August 13, 1944 (page 18); "Two Naval Stations To Settle Ring Feud, *Seattle Times*, January 10, 1943 (page 8); "Coast Guard Skiers Sweep," *Seattle Times*, March 5, 1944 (page 11).

³⁷⁵ *G.I. Sun Valley!, Army Builds Alaska Ski Run, Seattle Times*, October 16, 1943 (page 8).

speeches that others made, a 1940 letter from the German counsel - general seeking to have Giese become an honorary German counsel, a photo album which included pictures of Hitler among many others, records of German - American organizations to which he had belonged, and many others. The German Counsel was "a very active Nazi." The presiding judge refused to admit many of the exhibits proffered by the government. Giese testified and answered all of the government's questions, reiterating his steady increase in loyalty to the U.S. ever since he took his oath of citizenship in 1930. At the end of the trial, the judge said he would not issue a ruling until the U.S. Supreme Court ruled in a similar case. The Army's exclusion order was lifted in February 1944, before Giese's case was finally resolved.

In 1944, the U.S. Supreme Court decided *Baumgartner v. United States*, 64 S. Ct. 1204, holding that to deprive one of citizenship, the evidence must not only be clear, cogent and convincing but must also be unequivocal as of the time he took the oath. The court took up Giese's case again given this legal guidance. The judge described Giese as "of a colorful personality, energetic, ambitious, of wide acquaintance, talented athletically, and with an attractive family consisting of his Victoria-born wife of Norwegian ancestry, and two Seattle born children." Giese took his oath of U.S. citizenship in 1930, at which time he had no allegiance to the Nazi cause or Hitler - if he secretly retained German allegiance it must have been to the Hindenburg regime. Even if he became indoctrinated by Nazi doctrine after 1933, that is not sufficient to cancel his naturalization which preceded the indoctrination by three years. The court thus ruled that the government presented insufficient evidence and the action against Giese was dismissed, and the government decided it would not appeal his decision.

In February 1945, the Seattle High School Ski Council voted unanimously to retain Giese as

its advisor, reaffirming the confidence that the local skiing community had in him.³⁷⁶

A Few Ski Tournaments Continue in 1944

There were few local ski events in 1944. Elsewhere, however, Army ski troops were permitted to compete in ski tournaments, which they regularly won since the country's best skiers were in the Tenth Mountain Division.

In January 1944, at the Snow Cup at Alta, outside of Salt Lake City, a number of the Army's best skiers were entered. The tournament would

look like a cross-section of the select performers of the West in pre-war days. The Camp Hale, Colo. ski team was entered, and included Karl Stingl, former University of Washington skier; Bill Bowes, 1942 Pacific Coast intercollegiate champion; Hans Sarbach, former professional at Mount Hood, Or.; Steve Knowlton, titlist at the Dartmouth Ski Carnival; Devereaux Jennings of Salt Lake City; and Wendy Cram of Sun Valley, Idaho.

Army skiers won four of the five places in the Giant Slalom competition. Corp. Friedl Pfeifer, former national slalom champion and director of ski schools at Alta and Sun Valley, took first place.

Gretchen Fraser of Denver, 1941 women's combined titlist, was first in the women's race.³⁷⁷

In January 1944, Lt. Walter Bietila, "one of the famous skiing family of Ishpeming, Mich.," beat Sgt. Torger Tokle of Camp Hale, Colo, in the indoor Norge Ski tournament at Wrigley Field in Chicago. Tokle out jumped Bietila, but Bietila won on form points. Tokle held the North American distance record of 289 feet. Tokle won the Class A jumping competition at the 31st annual Steamboat

³⁷⁶ *U.S. Moves to Cancel Hans Giese's Citizenship*, Seattle Times, January 15, 1943 (page 1); *Giese Trial Underway, Giese Admits Nazi Consul Sought His Services in Seattle*, Seattle Times, August 31, 1943 (page 1); *Trial of Giese is Completed*, Seattle Times, September 13, 1943 (page 4); *Army Lifts Exclusion Ban Against Giese*, Seattle Times, February 23, 1944 (page 1); *Skiers Retain Giese*, Seattle Times, February 2, 1945 (page 17); *U.S. to Drop Case Against Hans O. Giese*, Seattle Times, March 2, 1945 (page 2); *United States v. Giese*, 56 F. Supp. 1018 (1944)..

³⁷⁷ *Ski Stars to Race Sunday*, Seattle Times, January 27, 1944 (page 14); *Pfeifer, Mrs. Fraser Win at Alta Vista*, January 31, 1944 (page 13).

Springs winter sports carnival in February 1944, for the second year in a row. Another Camp Hale skier took second. Tokle also competed in slalom and jumping events in the Aspen Ski Club's tournament later in February 1944.³⁷⁸

There were only a few Northwest competitions held in 1944. One took place at Mount Hood in early March. A day long downhill and slalom combined meet was held for men and women on the slopes of Multnorpor Mountain, south of Government Camp, sponsored by the Cascade Ski Club, Multnomah Athletic Club, and Oregon Winter Sports Association. Olaf Skjersaa of Bend, Oregon won the men's Class A combined event, after winning both the downhill and slalom races. Seattle skiers who competed took ninth place in the men's combined event, and fourth and fifth in the woman's combined event. Another took place on Snoqualmie Pass in March. The senior and junior teams from the Seattle Ski Club finished one-two in the fifth annual Four-Way Tournament at Snoqualmie Pass. The Mountaineers and the Multnomah Ski Club of Portland finished third and fourth. The jumpers were led by Ole Tverdal of the Seattle Ski Club. The Seattle Ski Club's Bert Mortenson won the cross-country event. Alan Fisher of Portland won the downhill, and Ken Van Dyke of Portland won the slalom. Nancy Calvert of the Seattle Ski Club won the women's downhill.³⁷⁹

Ski experts from Camp Hale topped the entry list for the Alta Cup Ski Races in April 1944. There were 20 Camp Hale participants out of 40 competitors. Toni Matt, former national combined

³⁷⁸ *Walt Bietila Ski Winner, Tokle Next*, Seattle Times, January 31, 1944 (page 13); *Tokle Repeats at Steamboat Springs*, Seattle Times, February 14, 1944 (page 12); *Movitz Winner of Aspen Ski Event*, Seattle Times, March 5, 1944 (page 17).

³⁷⁹ *Ski Meet Set for Mt. Hood Sunday*, Seattle Times, February 28, 1944 (page 13); *Skjersaa in Ski Triumph*, Seattle Times, March 6, 1944 (page 13); *Seattle Ski club Tourney Victor*, Bend Oregon Bulletin, March 13, 1944.

skiing champion from North Conway, New Hampshire, was expected to capture top honors. Other Army entrants had previously skied at Mount Hood, North Conway, McCall, Idaho and Sun Valley, New Hampshire and Dartmouth, and the University of Oregon.³⁸⁰

On October 2, 1944, the Mountaineers lodge on west side of Snoqualmie Pass burned to the ground. The fire began from a spark from the fireplace falling on the roof. C. L. Anderson, who helped build the lodge 30 years previously, “fought a lone and unsuccessful battle to save it from fire,” but was injured when he fell off the roof in his attempt. Only the natural rock fireplace remained. The caretaker’s cabin was also destroyed. The lodge was about a mile off the highway, two miles south of the summit. It would cost \$10,000 to rebuild the lodge, but reconstruction would not be attempted until after the war.³⁸¹

³⁸⁰ *Soldiers Top Alta Ski List*, Seattle Times, April 15, 1944 (page 8).

³⁸¹ *Mountaineers’ Lodge Burns at Snoqualmie*, Seattle Times, October 3, 1944 (page 8).

VI. SKIING RESUMES AFTER WORLD WAR II

A. NORTHWEST SKIING EXPANDS IN FALL 1944 AS THE END OF THE WAR IS IN SIGHT AND GROWS RAPIDLY AT THE END OF THE WAR

The German instrument of surrender ending W.W. II in Europe was signed on May 7, 1945, and ratified on May 8 in Berlin. The date is known as Victory in Europe Day. Atomic bombs were dropped on Japan on August 5, 1945, and Japan surrendered to the United States on September 2, 1945.

The end of the war came too late for one ski hero. In March 1945, North American champion jumper, the “human airplane,” Torger Tokle, was killed in action in Italy fighting with the 10th Mountain Division. He came to America in 1939, and won 36 of 41 jumping events, setting records at five courses. He joined the Army in October 1942, and became a U.S. citizen in April 1943. A comrade reported that “he died hero’s death...fighting while disregarding all danger....Tokle was a ferocious and determined fighter. He never once relaxed in the fight against the Nazis.” In August 1945, the 1944 Citation for Sportsmanship was awarded posthumously to Sgt. Torger Tokle, “the champion ski-jumper who was killed in action last spring.”³⁸² In 1941, Tokle had a jump of 288 feet at the Milwaukee Ski Bowl, setting a North American record.

Skiing resumed in anticipation of the end of the war, and expanded after World War II, as men returned from the war and the country hurried to get back to normal life. There was a pent up demand to resume activities that the Northwest enjoyed before the war. Interest in skiing was stronger than ever, resulting in an expansion and upgrading of local ski areas. For the winter of 1945, lights for

³⁸² “Torger Tokle Killed in Italy,” *Seattle Times*, March 17, 1945 (page 5); “Tokle Dies Hero’s Death, Says Comrade,” *Seattle Times*, May 21, 1945 (page 13) “Tokle Given Sports Award,” *Seattle Times*, August 7, 1945 (page 14); “Strolling Around the Town,” *Seattle Times*, September 16, 1945 (page 18)..

night skiing were installed at the Snoqualmie Summit ski area, after the Forest Service had enlarged the skiable area during the summer of 1944. Webb Moffett said the lights were put in so his employees would have a chance to ski after the area closed, but “it caught on with the customers, they began to enjoy it too.” Moffett strung surplus degaussing tape, heavy wire that was put around ships during the war to counteract minefields, around the ski area and put up service station lights to become the first ski area in the country to put in night lighting.³⁸³

Ski Season of 1944 - 1945: Skiing Hopes Grow as War End is in Sight

In October 1944, the Pacific Northwest Ski Association (PNSA) sanctioned a series of events for the winter of 1945. Since war-time restrictions were still in effect, all competitions would be “no host affairs, with titular competitors finding their way to the tournaments as best they can, and there’ll be no effort to interest spectators.” Without spectators, there would be no income. On February 11, 1945, the Penguin Ski Club’s junior downhill and slalom events would take place at Stevens Pass. On February 25, Seattle Ski Club would hold the junior cross country and jumping and Class A jumping event at Snoqualmie. On February 25, the Mountaineers would hold its downhill and slalom race at Martin. On March 4, the Seattle Ski Club’s jumping and cross-country tournament would finish at Snoqualmie. On March 21, the Penguin’s giant slalom for men and women would take place at Stevens.³⁸⁴

In December 1944, the Seattle Times published a long article about skiing which described the growth of the sport in the Northwest, the limitations on skiing during the war, and the excitement for

³⁸³ Prater, *Snoqualmie Pass, From Indian Trail to Interstate*, page 137.

³⁸⁴ *Skiers Set Up No-Host Meets for '45 Season*, Seattle Times, October 30, 1944 (page 13).

the sport to expand once the war ended.³⁸⁵

Seattle skiers have “spread out before them as varied and as exciting a ski terrain in the Cascades as will be found anywhere in the United States, and most of it can be tapped within a day’s travel.” However, “only the fringe of this vast mountain territory had been utilized...Perhaps, in the future, when more huts are erected by clubs and Forest Service, the active skier will be able to journey back and forth over the Cascades as is now possible in Switzerland and Austria.” Stevens and Snoqualmie Passes had been the most popular ski spots during the war. At Stevens, the Wenatchee National Forest maintained a lodge, and a private lift had run most of the winter. Snoqualmie Summit attracted most of Seattle’s skiers the prior winter. It had many privately cleared slopes, as well as “the large Snoqualmie Forest Service Ski Hill, where a lift ran all winter. Supervisor H.L. Plumb stated that this hill was enlarged to twice its size this past summer.”

Skiing had only existed locally for around 14 years, when all the skiers who went to the Summit knew one another, “but now one is lost in the crowd.” Much of the growth of skiing could be credited to the work done by local ski clubs. The Mountaineers and the Washington Alpine Club were the first clubs to sponsor skiing. The Mountaineers’ Club Race from Snoqualmie lodge to Martin “was one of the year’s great competitive events.” The Alpine Club was composed of cross-country skiers who traveled over all the accessible slopes around the pass. The Seattle Ski Club developed ski jumping and held many thrilling tournaments at Beaver Lake. “Some of the world’s most noted jumpers have soared off from this Big Hill in the various meets.” The Commonwealth Ski Club (later Sahalie) came next, going in for social and cross-country skiing as well as a “modified competitive program.” The Washington Ski Club was responsible for the greatest growth in

³⁸⁵ *Pacific Northwest is Skiers’ Paradise*, by Enos Bradner, Seattle Times, December 10, 1944 (page 39).

competitive skiing. It sponsored the Olympic trials in 1935 at Mount Rainier, where Dick Durrance showed local skiers “what controlled skiing really meant.” Since then, the club directed many tournaments in the Northwest. The Penguins were a competitive club that was building a lodge at Stevens Pass. The Huntoon Sliding and Social Club was mainly a social organization at Mount Baker. “Marking time at present due to wartime restrictions, all of these clubs undoubtedly will expand and become stronger and more active than ever as soon as V-day arrives.”³⁸⁶

Several high school ski tournaments were held in the winter of 1945. The Penguin Ski Club’s junior downhill and slalom meet at the Summit on February 11, was won by Bill Talbott from Franklin H.S., skiing for the Seattle Ski Club. The Seattle Ski Club’s junior jumping and cross-country and Class A cross-country meet was held the following weekend. The tenth annual Seattle High School Ski meet, a three-way affair with cross-country, jumping and slalom events, was held the last weekend in February, with teams competing from all public high schools except for Cleveland, along with Seattle Prep and Lakeside.³⁸⁷

As World War II was coming to an end, the University of Washington sought to rejuvenate winter sports for the ski season of 1944 - 1945. The Husky Winter Sports Club (HWSC) was re-instituted. On January 15, 1945, the Associated Students of the University of Washington (ASUW) leased the Martin Ski Dome and 137 acres of land from Northern Pacific for a two year term for \$25 a year. On February 7, 1945, the ASUW purchased the Martin Ski Dome from Northern Pacific, including the Ski Dome Lodge and Caretakers Cabin, furnishings and water system, together with the

³⁸⁶ *Pacific Northwest is Skiers’ Paradise*, by Enos Bradner, Seattle Times, December 10, 1944 (page 39).

³⁸⁷ *Talbot Tops Junior Skiers*, Seattle Times, February 2, 1945 (page 12); *Prep Skiers Battle Today*, Seattle Times, February 25, 1945 (page 14).

137 acres of land it had leased the prior month. The purchase price was \$1,250. Northern Pacific spent \$8,235 building the lodge and cabin to be the core of a major new ski area. After the railroad decided not to build a major new ski resort at Martin, it determined their salvage value was \$1,250 in December 1944, concluding it “would cost considerable to take it down, and the material would not be of much use to us anywhere.” The club also leased the Sahalie Ski Club hill (the club’s lodge had burned down in 1943) and the Rustic Inn “several miles further on the Sunset Highway.” The Rustic Inn was located on Lake Kecheelus where the road to Martin left the highway. The HWSC improved the Martin lodge, installed rope tows, and offered lessons to get students involved in skiing. From the ski season of 1944 - 1945 to 1948 - 1949 (when the lodge burned down), the HWSC and the U.W. ski team used Martin as their home base. The U. W. ski team trained and held intercollegiate competitions there, HWSC members spent weekends there, and Ski Carnivals were held every winter.

The Tyee, the University of Washington yearly, published in spring of 1945, said “another big move toward reviving Washington winter sports to a pre-war basis was the purchase of the Martin ski lodge by the Associated Students of Washington...A lift was purchased and set up at Martin by the HWSC, and the club also offered skiing lessons to newcomers to the hickory sticks.” The ski season of 1945 was a “boom year” for Husky Winter Sports. Intercollegiate ski meets were held at Martin, “besides a lot of just-for-fun skiing.”

The University has more than 80 acres on Stampede Pass at Martin to call its own. The ski lodge is at Martin, and Rustic Inn, several miles further on the Sunset Highway, has also been leased by the club...Members of the club are looking forward to having the lodge remodeled, and next summer hope to construct a rope tow with a 3,300-foot lift with 800-foot elevation,

the longest in the country.³⁸⁸

Ski Season of 1945 - 1946: War is Officially over, Skiing Plans Expand

In the fall of 1945, plans were made to greatly expand facilities at Mount Baker, ensuring that “skiing would return to even greater heights than it had reached before the war.” A Seattle businessman, Arch Talbot, had taken over the Mount Baker Development Company, and planned to construct two chair lifts to Shuksan Arm and Panorama Dome, four rope tows, and a 100-room mountain inn to be called the Shuksan Inn. Work on the hotel would begin in the summer of 1946, and would be built at a slightly higher elevation than the old lodge. The Inn and the two chair lifts would be ready for the ski season of 1946 - 1947. For the season of 1945 - 1946, temporary dormitories capable of housing 800 to 1,000 skiers would be built around Heather Inn, and four tows would be in operation. The State Highway Department was constructing permanent stone and concrete bridges to the ski area for deal with the rush of travel that was anticipated that winter, and buses would transport skiers from Bellingham. One ski lift would give skiers a long run from Shuksan Arm to the highway, where buses would pick up skiers and take them back to the lift. The development was the result of the demand of organized ski groups for improved accommodations at Mount Baker, which had been a center for thousands of skiers from Seattle for years. The rope tows and chair lifts would be a “big improvement over the herring bone for hill-climbing skiers.” The work at Mount Baker was just part of the \$1 million that resort owners planned to spend the coming year, according to the Seattle Chamber of Commerce. \$500,000 would be spent at the Mount Baker

³⁸⁸ Northern Pacific Archives, Minneapolis Minnesota, Box 134.K.4.10 (F), file #10159, Right of Way Change Memorandum, & note of December 8, 1944 to Mr. J. H. Poore; Lundin, John, *Skiing at Martin, the Northern Pacific Stop at Stampede Pass*, HistoryLink Essay 10615; University of Washington Tyee, 1946, page 238; *Husky Winter Sports Club Booms Skiing for Campus Athletes*, Seattle Times, February 2, 1946 (page 41).

Lodge - Shuksan Arm resort where two dormitories and two rope tows were being built. A chair-type ski lift rising 1,000 feet above the lodge, a new lodge, and more dormitories and tennis courts were planned for the future. Other Puget Sound resorts would spend money on new cabins, boats, swimming floats, tennis courts and reconstruction of old quarters.³⁸⁹

Mount Baker's place in the skiing world was further enhanced as the Talbot Trophy Race, sponsored by the Shuksan Ski Club of Bellingham, to be held at Mount Baker in April of 1946, was expected to rival "the famed Harriman Cup races as Sun Valley and the Snow Cup competition at Alta, Utah." The two day tournament was scheduled two days after the annual Snow Cup races, and sponsors were hoping that "crack national skiers from the Rocky Mountains, Middle West and East, would make the journey west to Baker." It was an "open affair," planned to be the biggest two-day tournament of the Pacific Northwest, and sponsors promised a huge trophy for the combined winner.³⁹⁰

The book, *Mount Baker Ski Area: A Pictorial History*, says that in January 1946, Don Adams purchased Ski Lifts, Inc., which included "the Forest Service use permit and facilities [at Mount Baker]." This is not correct, since Webb Moffett and Ranch Morris purchased the company's stock in 1942, which included its operations at Snoqualmie Summit, Mount Baker and Mount Rainier. Although Adams did not purchase the company, it is possible he may have purchased the company's rights to operate at Mount Baker. Webb's son Dave says he does not believe Ski Lifts, Inc ever operated at Mount Baker or Mount Rainier after WW II. Moffett may have sold the company's rights

³⁸⁹ *New Facilities in Store for Schuss Artists*, Seattle Times, September 16, 1945 (page 23); *Resorts Plan to Spend Million*, Seattle Times, November 8, 1945 (page 36).

³⁹⁰ *Shuksan Ski Club Schedules Major Tourney for Mount Baker in April, Talbot Trophy Race May Draw Nation's Best*, Seattle Times, January 27, 1946 (page 23).

at Mount Baker to Don Adams, who continued rope tow operations there. Sigmund J. McGuire ran the place for Don Adams and eventually owned the company that operated Baker in the late forties according to Dave Moffett.³⁹¹

Newspapers carried a lot of skiing news in October 1945. The Seattle Times sponsored a ski open house at the Frederick and Nelson auditorium, which drew 1,200 skiers. The world famous skiers who told of plans for skiing the coming winter included Dick Durrance, Harriman Cup winner and former Dartmouth University ski ace; Maj. John Woodward of the Mountain Troops fame; and Gretchen Fraser, the Tacoma skier who was one of the Pacific Northwest's best skiers. Mrs. Fraser planned to teach "amputation-case vets" how to ski in Utah the coming winter at Snow Basin. "These men have to regain their confidence, and sports give them a chance to do just that." Durrance talked about ski techniques and equipment, and Woodward discussed fighting in Italy with the Tenth Mountain Division. The PNSA planned on as much competition as the organization could organize, but the sport faced a shortage of accommodations and equipment. Movies were shown, and representatives of ski clubs and lodges talked about their plans for the 1945 - 1946 ski season. Members of the ski clubs along with local businessmen would ask Governor Wallgren to seek the opening of Paradise for skiing the upcoming winter. 100,000 skiers wanted to go to Paradise, but the park company planned to keep the road open only to Longmire. The current appropriation of funds was made the prior June when the end of the war seemed distant, and more federal funds would be sought. The manager of Paradise Inn said they would keep Paradise open as long as there was no financial loss to the company. "With thousands of new skiers flocking to the Northwest, it's obvious

³⁹¹ *Mount Baker Ski Area: A Pictorial History*, page 47.

to everybody that we need more ski areas. Accommodations will be woefully short this winter.”³⁹²

Local skiers were disappointed to learn that Sun Valley would not be reopened for skiing for the winter of 1946, as the Thirteenth Naval District would continue to operate the resort as a convalescent center for men suffering from wounds and combat fatigue. Skiers learned that Dick Durrance planned on moving to Denver to work in a ski manufacturing shop, making his own brand of skis, bindings, poles and edges. He had been working at Boeing in Seattle. “Before I go, I’m going to try out Mount Baker, though,...I’ve heard too much about the skiing there to pass it up.” Durrance would not do much competitive skiing, but would test ski equipment, design it, and get it into production.³⁹³

Both the Husky Winter Sports Club and the Mountaineers did significant work at their ski lodges at Martin in the fall of 1945. Two 1,500 foot ski lifts were installed by the HWSC, which were operated by one central engine. The lift would carry skiers to the top of the hill south of the lodge where the old pole line cut through. The lodge was expand, but it would only be able to accommodate 60 skiers after additional bunks were installed, and housing would be the club’s toughest problem. The club had 900 members the prior winter, and even with the war still on, 1,000 students “skied informally and laid post-war plans.” 2,000 students were expected to join for the upcoming year, according to Gus Eriksen, Husky Winter Sports Advisor. The HWSC had been accepted as a PNSA member that fall, and would compete in Intercollegiate races along with PNSA tournaments. The UW would compete with Washington State at Mount Spokane, and it planned to

³⁹² *Skiers Flock to Open House, & Ski Clubs Ask State to Open Paradise Park*, Seattle Times, October 7, 1945 (page 25); *Mrs. Fraser to Teach Skiing to Amputation-Case Vets*, Seattle Times, October 10, 1945 (page 9).

³⁹³ *Navy to Stay at Sun Valley*, Seattle Times, October 10, 1945 (page 22); *Durrance Heads for Denver Job*, Seattle Times, November 8, 1945 (page 30) .

hold a competition with the University of British Columbia. A number of prominent skiers were returning to the University from the service ,who would be on the ski team, and team training would start in November. Don Randell was president of the club.³⁹⁴

In the fall of 1945, the Mountaineers installed a new high-powered ski lift at its Meany Ski Hut at Martin, which was ready for the first snow, cleared additional property, and lined up new runs for the upcoming ski season. The Fordson motor was discarded replaced by a Chevy truck engine and transmission. “Additional clearings have been made on the club property and new runs lined up.” The club also secured limited housing facilities at Mount Baker.³⁹⁵

Local skiers were upset when in October 1945, the Department of the Interior announced that neither Paradise nor any other national park could be used for PNSA meets, the Silver Skis race, or any other sanctioned ski competition. “Paradise Valley is finished as a competitive ski area unless the Department of Interior revises its winter-sports plan for all national parks.” No overnight accommodations would be allowed, so skiers at Paradise would have no place to stay. No regular tows could be erected, but portable tows could operate so long as they were removed in the spring. No winter ski carnivals or any other events that would attract large crowds of people would be allowed. The Park Service hoped to obtain funds to open the road to Paradise for recreational but not competitive skiing for the 1946 - 1947 season. The Rainier National Park Company (with 200 stockholders) would keep Paradise closed during future winters. It had operated at a loss for the previous 15 years. Ski organizations joined together to protest the policy to officials of the federal

³⁹⁴ *Work Due Soon at 2 Ski Lifts at Martin*, Seattle Times, October 11, 1945 (page 30); *2,000 Students Likely to Join U. W. Ski Turnout*, Seattle Times, November 11, 1945 (page 24).

³⁹⁵ *Mountaineers' Lift Completed*, Seattle Times, November 8, 1945 (page 30); Kellog, *Meany Ski Hut Celebrated Fifty Years*, 1979, pages 85 - 88, Alpenglow.org/ski-history/notes/period/mtneer-b/.

government. “We feel the government is depriving 100,000 Western Washington skiers of the finest ski terrain in the world for no apparent reason...We’ll fight to the last ditch to get Paradise open.”³⁹⁶

There was some good news for skiers. Governor Wallgren announced the road to Paradise would remain open during the winter, as the State Highway Department would cooperate with the National Park Service. “Skiing...is one of our established winter sport attractions, and we want to see it continued at Paradise.”³⁹⁷

In November 1945, the 25 members of the Pacific Northwest Ski Association, which had been inactive during the war, met to set the upcoming ski season’s schedule of competitions, to discuss the difficulties of resuming skiing after the war, and to take a stand on the ban of competitive skiing at all national parks.

One of the problems sure to get plenty of attention is that of accommodations at the ski areas. Judging from the increase in ski interest this fall, more skiers than ever before will flock to Mount Baker, Stevens and Snoqualmie Passes, and Paradise. But housing, other than at Baker, will be woefully short. Stevens and Snoqualmie haven’t much in the way of cabins, and the Rainier National Park Committee won’t open Paradise Inn, even if the Park Service lifts its ban on over-night accommodations in national parks.

Baker, which is being built up into a first-class ski center, will be able to handle from 800 to 1,000 skiers a night, but indications are that won’t be enough. The problem of equipment probably will be brought up tonight. Skis, ski clothing and boots are short this winter, and chances are the items will be missing from store shelves until late winter or spring.

The delegates adopted a resolution calling on the Department of the Interior to reopen National Parks to competitive skiing, and agreed to “carry the fight on the reopening of National Park areas to competitive skiing to the national meet.” Canadian delegates announced the intended development of

³⁹⁶ *Competitive Skiing Banned at Paradise Valley, Interior Department Order Prevents Snow Contests*, Seattle Times, October 21, 1945 (page 38).

³⁹⁷ *Paradise Road to Stay Open*, Seattle Times, October 24, 1945 (page 18).

the Garibaldi ski area one hour's boat ride north of Vancouver, and their plans to boost skiing throughout British Columbia and to develop ski terrain and young skiers. An ambitious series of ski tournaments were scheduled from January 6 to March 24, 1946.³⁹⁸

The Seattle Times of February 3, 1946, published an article about the boom in skiing after the war ended.

Skiing! When Paul Bunyan's blue ox "Babe" carelessly kicked up the Pacific Northwest into mountains, he made world-renowned playgrounds for skiers. With mountains virtually in our back yards, Seattleites can't help but be ski-minded. There are thousands of devotees to the sport which gives wings to the feet and to the spirit. Ski clubs are many in numbers and in 1946, with wartime restrictions gone, promises to see an unprecedented number of skiers going to the snow-covered slopes of the Cascades and Olympics.³⁹⁹

The road to Paradise was closed from the winter of 1942 - 43, until the end of the war. In the winter of 1946, the road above Longmire was opened, and the 600-foot rope tow was put back into operation for spring skiing. It is not clear who operated the rope tow there in 1946, after a revised policy adopted in March 1946, eliminated a provision that allowed ski clubs to operate their own ski tows under special permit at Rainier. The right to operate tows was reserved to the park concession. Webb Moffett's son Dave says he does not believe Ski Lifts, Inc. operated the tows at Mount Rainier after W.W. II.⁴⁰⁰

In February 1946, the Leavenworth Winter Sports Club revived its "world-famed ski jumping tournament" after a four-year war-enforced lapse. Changes would be evident as a result of W. W. II.

³⁹⁸ *Ski Delegates Set for Long Meeting Tonight*, Seattle Times, November 3, 1945 (page 8); *Nov. 3 Set for Ski Conference*, Seattle Times, September 26, 1945 (page 20); *Granstrom to Serve 4th Term as P.N.S.A. Head*, Seattle Times, November 5, 1945 (page 19).

³⁹⁹ *Club Booms Skiing for Campus Athletes*, Seattle Times, February 3, 1946 (page 41).

⁴⁰⁰ *Alpenglow Ski History - Theodore Catton, Wonderland: an Administrative History of Mt. Rainier National Park* (pages 408, 415).

“Gone will be some of the prewar color such as the special trains from Seattle and Tacoma, and gone also will be the great Norwegian jumper, Torger Tokle, who was killed in Italy.” A new hill was completed at Leavenworth for the winter of 1946, rated in the 300-foot jump class, which would draw national contestants. The tournament would be followed by the national ski-jumping tournament in Steamboat Springs, Colorado. The Leavenworth tournament was won by Olav Ulland, “the high-flying Norse with steel springs in his legs,” who outleaped a crack Class A field, as he looked forward to the up-coming national ski-jumping contest in Colorado. Ulland won with jumps of 234 and 250 feet, “and was head and shoulders above the rest of the field in jumping form.” This was the 15th annual Leavenworth jumping tournament, which was attended by 4,000 spectators from as far east as Spokane, and far west as Port Angeles, which was nearly pre-war size. Karl Stingle of the Penguin Ski Club won the Class B jumping event. Alf Engen, the 37 year old Norwegian born “ski artist from Sun Valley, Idaho,” came back from a four year layoff to jump 259 feet on borrowed skis and win the national ski jumping meet. He beat Art Devlin from Lake Placid, New York, by a tenth of a point. Olav Ulland from Seattle fell on one of his jumps, taking him out of contention for the title.⁴⁰¹

In March of 1946, the University of Washington ski team “rolled over five college opponents at Martin over the week-end to cop the first postwar running of the Husky invitational meet.” The slalom was run on Saturday and the downhill was run early Sunday morning at Martin. The skiers jumped in the Beaver Lake tournament on Sunday afternoon, sponsored by the Seattle Ski Club. The University of Washington was first, followed by the University of British Columbia, Washington State College, Idaho, and College of the Pacific. The Seattle Ski Club resumed its annual Ski

⁴⁰¹ *Ulland Flies 250 Feet, Will Seek U.S. Crown, Norse Star Wins N.W. Ski Classic*, Seattle Times, February 11, 1946 (page 22).

Jumping Tournament at Beaver Lake on Snoqualmie Summit. The same weekend, Tom Mobraaten, “the spring-legged Canadian” won the tournament, with the third longest jump of the day of 190 feet. Karl Stingl, “who marked himself a week ago as a dangerous threat in the downhill and slalom championships next Sunday at Stevens Pass, moved out of the Class B field by copping that jumping crown.”⁴⁰²

The rush to reopen ski areas and expand their facilities had a downside - there was a shortage of ski equipment in the Northwest, according to the *Seattle Times* of October 27, 1946.

Seattle skiers who wait until January to buy skis or ski equipment will be out of luck this year - take it from the ski manufacturers and sporting-goods dealers, who are laying plans to meet a tremendous demand for winter-sports gear. Ski equipment will be more plentiful than last year, but there are shortages of boots, men’s togs and medium priced skis. Prices will be higher than last season on most lines, dealers agree. Reason for lack of medium-priced skis is a terrific shortage of seasoned hickory. Most manufacturers like to air-dry hickory for skis for at least two year, but nearly all of the important makes of skis have used up all hickory available.

Labor problems in the hickory-growing areas, lack of transportation and diversion of hickory into war industries for five years during the Second World War sharply reduced the amount of the wood available last year for the manufacturers...the tremendous demand for winter-sports gear in all sections of the country has cut supplies even more.

All foreign made skis will cost more this year. Swiss-made Attenhofer skis will cost \$40 instead of \$25 last year. Surplus Army skis will ease the shortage somewhat, but they will have to be shortened and recalibrated for the civilian market. Buyers will find poles, bindings and accessories in small amounts, with boots being the scarcest item. Men’s ski outfits, except for parkas, will be scarcer than women’s.⁴⁰³

For the ski season of 1946 - 1947, Ski Lifts, Inc., under the leadership of Moffett and Morris,

⁴⁰² *Tom Mobraaten Tops Ski Field*, *Seattle Times*, March 18, 1946 (page 15).

⁴⁰³ “There is Not Much Ski Gear in Stores,” *Seattle Times*, October 27, 1946 (page 38).

invested \$18,000 to make significant improvements to the Snoqualmie Summit Ski area, which the Seattle Times called “Seattle’s famed near-home ski area.” On October 23, 1946, the Seattle Times announced, *Skiing Area at Summit Tripled, There’ll be Fewer Stumps to Dodge, Litters to Carry*. “Logging teams have slashed trees, bulldozers have scraped and graded, and workers have completed a drainage system for there separate ski areas....there’ll be room to duck for the first time in Snoqualmie Pass history.”

The ski area at the Summit had been tripled, and Ski Lifts, Inc. added three lifts, for a total of eight rope tows that could carry 6,500 skiers each hour. Two tows were constructed in the Beaver Lake area, “for the terrain there is steep enough to attract any experienced skiman.” The lifts on Government Hill had been lengthened and improved - “the long lines waiting for rides, so characteristic of the Snoqualmie Pass ski scene last winter, won’t be repeated.” A beginners’ tow, formerly operated by the Seattle Ski Club, will run on the small cleared area south of the Ski Club’s hut. A beginners’ tow will be operated on the left side of Government Hill, “the big hill.” An advanced tow, lengthened to 3,000 feet, will run from the base of Government Hill to the Beaver Lake trail. A beginner’s tow will be operated in a newly cleared area west of the advanced tow. An advanced tow will be operated alongside the Beaver Lake Class B jump for veteran skiers. A 30-foot wide road was bulldozed from the top of Government Hill to Beaver Lake, and “Sno Cat” service will be provided to skiers who want to test the “more rugged Beaver Lake country.” A 120 foot building had been moved adjacent to the Forest Service warming hut, which had cafeteria service, a ski-rental shop and a warming room. “Judging from the advance interest in skiing this year, the 2,500

skiers a week average set last winter will be boosted to 3,000 or more.”⁴⁰⁴

In November 1946, an article in the Seattle Times announced that a new ski area would open on the side of Mount Margaret, opposite the lodge at Lake Keechelus, six miles east of Snoqualmie Summit. It would be called the Eastern Slope Ski Resort, and would “relieve some of the pressure on congested mountain passes, such as Stevens and Snoqualmie.” Cliff Schmidke and Bill Dunaway, two University of Washington racers and veterans of Italian warfare with the famed 10th Mountain Division, would operate the new area. There would be skiing at Naches Pass that season, and Paradise Valley would also operate with an open road to Paradise, ski tows and cafeteria service. Overnight accommodations would be available at Longmire.⁴⁰⁵

On November 24, 1946, the Junior Chamber of Commerce announced it would revive its Spring Ski Carnival at Paradise Valley on Mount Rainier for April 1947, to include “four-way competition for star runners, comedy and obstacles races and the traditional selection of a ski queen.” The event was possible because the Mount Rainier National Park Company reopened Paradise Valley facilities. There was snow in the mountains that weekend, and tows would be running at Stevens at the big hill and on the practice hills. Four tows would run at Snoqualmie Pass, including the 1,300 foot tow on Government Hill. Tow tows would be running at Chinook, three at Mount Baker, and two at Paradise. The UW tow at Martin would not operate until the following weekend.⁴⁰⁶

B. WINTER OF 1946 - 1947: MILWAUKEE SKI BOWL REOPENS & EXCITEMENT BUILDS FOR 1948 OLYMPICS

⁴⁰⁴ *Eight Rope Tows at Snoqualmie to Haul 6,500 Riders an Hour*, Seattle Times, October 23, 1946 (page 24).

⁴⁰⁵ *New Skiing Area Planned in Cascades*, Seattle Times, November 3, 1946 (page 38).

⁴⁰⁶ *Ski Carnival to be Revived*, Seattle Times, November 24, 1946 (page 39).

There were several big events that occurred during the ski season of 1946 - 1947. First, the Milwaukee Road resumed operations of its Ski Bowl, after substantial improvements were made to the ski hill. Second, Sun Valley reopened after being closed for the war years. Third, competitions were held in the Northwest to select the skiers who would represent the United States in the 1948 Winter Olympics in St. Moritz, Switzerland.

MILWAUKEE SKI BOWL REOPENS

When Milwaukee Road opened its ski area in the winter of 1938, it was called Snoqualmie Ski Bowl. The area's name was changed from "Snoqualmie Ski Bowl" to "Milwaukee Ski Bowl" for the winter of 1946 - 1947, to eliminate confusion with the Snoqualmie Summit ski area. A new company, Milwaukee Ski Lifts, Inc. was brought in as a concessionaire to install and operate new ski lifts at the Ski Bowl. Milwaukee Ski Lifts, Inc. replaced Ben Paris Recreation that had installed and operated the original J-bar lift and rope tows in the late 1930s. Keith Talley and Burt Carr owned Milwaukee Ski Tows, Inc. According to his son Dana, Keith Talley had been a funeral director and coroner in Nampa, Idaho, he took engineering courses at the University of Idaho in the early 1930s, and worked at Sun Valley after that resort opened in December 1936. Burt Carr was identified in the newspapers as the former personnel manager for Boeing Aircraft Company. Milwaukee Ski Tows, Inc. built and installed a new style lift, a Skiboggan, and new rope tows at the Ski Bowl. Ben Paris continued to operate the food concessions at the Ski Bowl after the war.

The formal announcement of the reopening of the Ski Bowl, and the resumption of the Seattle Times Ski School, was published in the Times on April 14, 1946. The Times said the reopening of the Ski Bowl would be a step to meet the growing demand for a greater skiing area on Snoqualmie Pass, and would relieve the congestion that was experienced in the winter of 1946 at Snoqualmie and

Stevens passes. The Ski Bowl would have a new-type toboggan lift which would carry four skiers, longer runs for advanced skiers, and access by snow "Weasel" [snow cat] to the Silver Peak Basin country. The coming summer, advanced skiers would oversee the cutting of timber to expand the area to 360 acres, which would open up ski terrain west of Rocky Point to the Silver Peak Basin.

The new lift being installed is of a type never before utilized at a ski resort. Each toboggan will carry four skiers at a time uphill and is equipped with elaborate safety features. The designer, Keith Talley, will supervise the installation of the lift system, which, together with a rope tow, will carry skiers to the top of Rocky Point, at an elevation of 4,000 feet. The development, too, will allow skiers an eight-mile run to Banderera, where the returning train will pick them up in the evening. The flood-lighted area will be enlarged and the Milwaukee will feature night ski trains for clubs and other groups. One of the major attractions at the Ski Bowl, Olympian jumping hill, again will be offered to Pacific Northwestern Ski Association clubs for sponsored jumping tournaments.

The enlargement of the Ski Bowl would enable advanced skiers access to an area suited to their skills, and every weekend, an area would be roped off for use by the ski school. The need for the resumption of the ski school, which taught controlled skiing, was demonstrated the prior winter as the numbers of injured skiers at all ski areas "mounted on succeeding weekends." The Milwaukee Road would continue the special low train fares of \$1.10 for students it charged in 1942. A new 60 foot Class C jumping hill would be built at the Ski Bowl along side the Class B jump, so juniors could learn "basic training in snow flying." The Seattle Ski Club announced it would build a lodge at Hyak as a supplement to its Snoqualmie lodge, and would offer free jumping lessons on Sundays for high-school students and junior jumpers.⁴⁰⁷

The following map of the Milwaukee Bowl created by the Washington Motor Coach Co.

⁴⁰⁷ *Milwaukee Road Ski Bowl Developments*, American Ski Annual 1947, page 250; *Times Ski School to Be Resumed, Milwaukee Will Enlarge Bowl for Next winter*, by Bob Twiss, Seattle Times, April 14, 1946 (page 23); Seattle Times, April 28, 1946 (page 21); *From the Scorebook, Pass to be Busy Spot This Weekend: Ski Layout Great*, Seattle Times, October 10, 1946 (page 18).

shows the expansion and improvements discussed in April 1946, for 1947 ski season. It indicates that a snow cat would take skiers from Rocky Peak to Silver Peak, making an 8 mile ski to Bandera possible. There is no further record of snow cat service being available at the Milwaukee Bowl.



Milwaukee Ski Bowl winter 1947, Washington Motor Coach Co.

The map labels Talley's new lift as a "chairlift," which is incorrect. It shows a rope tow to the west of the new lift, operating on the line of the original J-Bar lift, and another new rope tow leading to Rocky Point.

The American Annual Ski News for 1946 - 1947, discussed the reopening of the Milwaukee Ski Bowl, its change of name to eliminate confusion with the Snoqualmie Ski Area, and the three year plan that would guide its development.

After having been out of service for several seasons because of war conditions, the Milwaukee Road announces extensive improvements for the coming winter activities.

To begin with, in order to avoid confusion with the Snoqualmie Ski Area, the name has been changed to the Milwaukee Road Ski Bowl. A three-year plan of development now under way will make it one of the largest skiing areas in the United States.

The initial program contemplates the clearing of approximately 360 acres of skiing terrain, of which about half will be completed this year, barring unforeseen difficulties.

The new skiboggan lift would open up new territory at the Ski Bowl, and the J-Bar cable lift initially installed for the winter of 1937 - 1938 would be extended and kept in use.

The Talley-Ho skiboggan chair lift, developed by Keith Talley of Seattle, will be installed which will permit skiers and non-skiers alike to attain an altitude of 3,600' on approximately a 1,600' run and together with the additional rope tow that is to be installed from the 3,600' level, will carry the better type of skiers to the top of Rocky Point, a 4,000' altitude from which point wide ski lanes will be available from both sides of the mountain back to the Ski Bowl Lodge, approximating a run of about 1 1/2 miles.

Incidentally, the Talley-Ho lift is equipped to handle 1,440 persons per hour as compared with approximately 300 per hour for the average size chair lift. The fact that this lift is designed to ride downhill as well as up should be a boon to non-skiers.

In addition, the small lower cable lift, with individual rope attachments for pulling up the skiers, will be extended approximately 200', which will make it around a 1,600' tow. This will be intended for the novices and a separate wide ski area will be adapted for them, eliminating all cross-skiing in that these lanes will be separate by sufficient timber to insure safe skiing for all types of skiers.

Once again the Olympian Hill, on which the 1941 national jumping events were held, will be available and the Seattle Ski Club is locating a lodge at the Ski Bowl, approximately 1 mile from the lodge, and will conduct free jumping lessons on Sunday under the tutelage of Olav Ulland.

Milwaukee Road's three year plan included toboggan runs, back-country skiing from Rocky Point to the Bandera stop on the Milwaukee Road line, and snow cat skiing to Silver Peak.

In addition, during the 3 year program, it is expected to develop a ski lane to Bandera from the top of Rocky Point, approximately 8 miles, at which point it is intended the ski trains will pick up the skiers on their return to Seattle and Tacoma.

Further developments will be made next year from the top of Rocky Point to the top of Silver Peak area via snowcat, a distance of 3 1/2 miles, and an altitude of 6,000' is possible at the

latter point.

As a matter of additional information, it is expected that in 1947 there will also be made available a number of toboggan lanes, but the details of the construction and operation are not available at this time. It is intended, however that they will be approximately a half mile and have approximately a 400' drop in elevation and will be adjacent to the Ski Bowl Lodge.⁴⁰⁸

The Milwaukee Road published a newsletter in the fall of 1946, *The Skigram*, describing changes made for the first post-war ski season, saying *First Post-War Snow Trains, "Let the Engineer Do the Driving."*

With its first post-war season fast approaching, The Milwaukee Road Ski Bowl in the heart of the Cascades (only 61 miles from Seattle) is prepared for the biggest season in its history. Since its beginning, the huge area has undergone many improvements after each season. During the past few months an extensive program has been carried on by The Milwaukee Road. Wide swaths of timber have been removed and the area graded to make the finest skiing area in the Pacific Northwest.

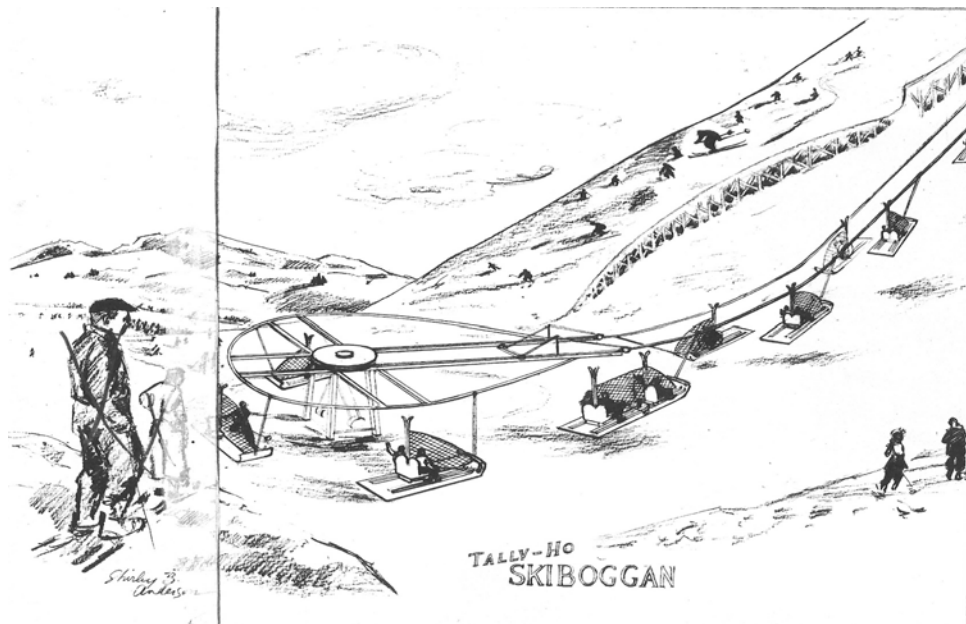
New trails have been cleared of stumps, timber, rocks and general unevenness. The cleared courses vary in length from 1,200 feet to three-quarters of a mile, and offer slopes suitable for skiers of all degrees of proficiency. There is a run one mile long on the steep, open slopes up and beyond the face of Rocky Point, which towers far above the Ski Bowl. This is a highspeed thriller that will excise the full skill of the more expert performers.

The first new tow designed by Keith Talley for the 1946 - 1947 season, was a four person toboggan, described by the Seattle Times in April 1946. Jack Corrock, father of the U.S. Olympic skier Susie Corrock, worked at the Ski Bowl beginning in the late summer of 1946, through the ski season of 1946 - 1947, and helped to build the new rope tows that were put into operation.⁴⁰⁹ Jack

⁴⁰⁸ American Annual Ski News for the 1946 - 1947 Ski Season, Milwaukee Road Ski Bowl Developments, hyak.net/lost/46_47.html.

⁴⁰⁹ Susie Corrock learned to ski in Washington State as a child. She was a two time national champion and a bronze medal winner. In 1970, she won the U.S. national title in Giant Slalom and competed on the World Cup circuit. She finished third in the Olympic downhill in Japan in 1972, winning the bronze medal, and scored well in World Cup events that season. In 1973, she won the U.S. national title in the combined, then turned professional. She was the World Professional Combined Champion in 1975, and was inducted into the U.S. Ski and Snowboard Hall of Fame in 1976.
http://www.skihall.com/index.php?_a=document&doc_id=11&id=76&PHPSESSID=487618f24b73c3ea2ba03870f4

described Talley's four person sleds as looking like Santa Claus' sled, with an upturned front end, painted red with wooden floors. The sleds were connected to an overhead cable and were designed to go around the pulley at the top of the hill and down the hill to its starting point. A motor at the bottom of the hill pulled the cable and sleds. This system was tested in the fall of 1946, before the ski area opened, and was found to have problems. According to Corrock, the sleds were constructed of a light-weight metal that bent when they went through snow; there was no shock absorbing system to connect the sleds to the overhead cable so they started with a jerk; and the sleds could not make the turn around the pulley at the top of the hill.



Artist vision of first Skiboggan. Seattle Times, April 1947.

The following pictures show these sleds still on the hill in summer of 2013, at the ruins of the top lift station. They were left on the hill when the Ski Bowl was shut down in spring 1950.



Milwaukee Road sled, July 2013.

Kirby Gilbert & John Lundin, July 2013.

Corrock said it was quickly realized that Talley's sled system would not work properly. An engineer by the name of Craney, who worked for Washington Iron Works, was brought in to design a new lift system. Craney had worked as a mining engineer, and he adapted technology utilized in mining operations. He designed, and Washington Iron Works built, a new ski lift consisting of two large sleds, each capable of carrying 32 persons standing up. An electric motor located at the top of the lift pulled a cable attached to the sleds, dragging one sled up the hill while the second sled attached to the other end of the cable went down the hill at the same time. Corrock called it a "push-pull system." A building was built at the top of the lift to house the electric motor, and for passengers to load and unload. The new system was called a skiboggan, since it resembled a toboggan, and could carry both skiers and non-skiers up and down the hill.

Corrock said the new ski lift was not finished in time to begin operations at the opening of the

ski year of 1946 - 1947, and was put into service in early February of 1947. He said that it was not tested before opening ceremonies were held, when various dignitaries rode it, causing some nervous moments. He also said the large sleds initially did not stay in their tracks, and would be pulled off the vertical, so he and others were stationed along the uphill track and push the sleds back in line. Once grooves were dug into the snow, the sleds could go uphill on their own.

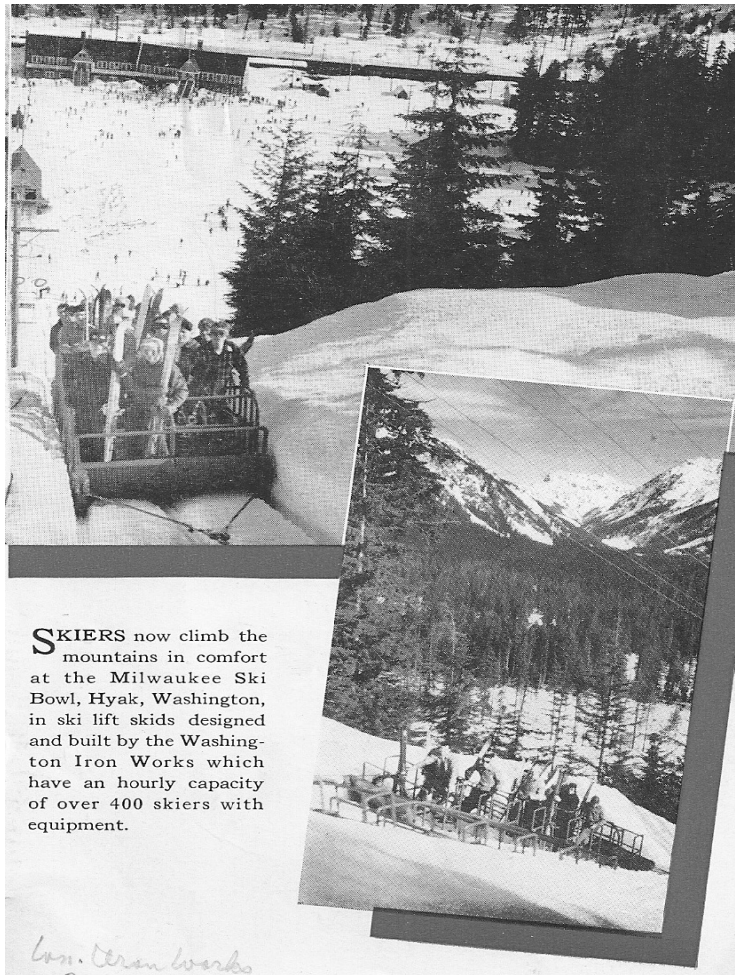
The Talley-Ho Skiboggan was the first high-capacity ski lift on Snoqualmie Pass. It was described by the Seattle Times as a "massive sled that carries 32 snow riders a time up the steep slopes to Rocky Point," which could carry 1,440 skiers per hour. *The Skigram* published by the Milwaukee Road in fall of 1946, indicated there would be several new lifts put into operation that year; the Skiboggan designed by Keith Talley of Seattle and built by the Washington Iron Works; a "sled tow pulled on a cable" from the top of the Skiboggan rising an additional 1,200 feet up the hill; and three rope tows. The *Skigram* described the new lifts with great enthusiasm.

The Talley-Ho Skiboggan is an innovation which is creating great comment among all ski enthusiasts. In comparing this revolutionary chair lift with others, which normally accommodate 285 people an hour, the Skiboggan will accommodate a capacity of 1,440 skiers an hour. This lift may be used by non-skiers as well, as one may ride down the lift as well as up. Non-skiers too, will be interested in the many hikes available, the comforts of the lounge, and watching the winter sports.

In addition to this lift, there will be three other rope tows, and a sled tow pulled on a cable, the latter of which will be made accessible from the top of the Skiboggan, extending approximately 1,200 feet, developing a rise in altitude of about 400 feet, far above Rocky Point. This will make available to expert skiers an interesting run of one mile and one-half.

A pass for all lifts on week days cost \$1.50, and \$2.00 on the weekends. A rope tow pass cost \$1.00. Single ride tickets were 10 cents. *The Skigram* described both the skiboggan and the original cable drawn four man sled designed by Talley. However, the four man sleds were not put into operation, according to Jack Corrock, who also said he could remember any tows above the skiboggan leading

up to Rocky Point operating during the 1946 - 1947 season.



Skigram courtesy of Walter Page.



Tally-Ho Skiboggan. Photo courtesy of Walter Page.



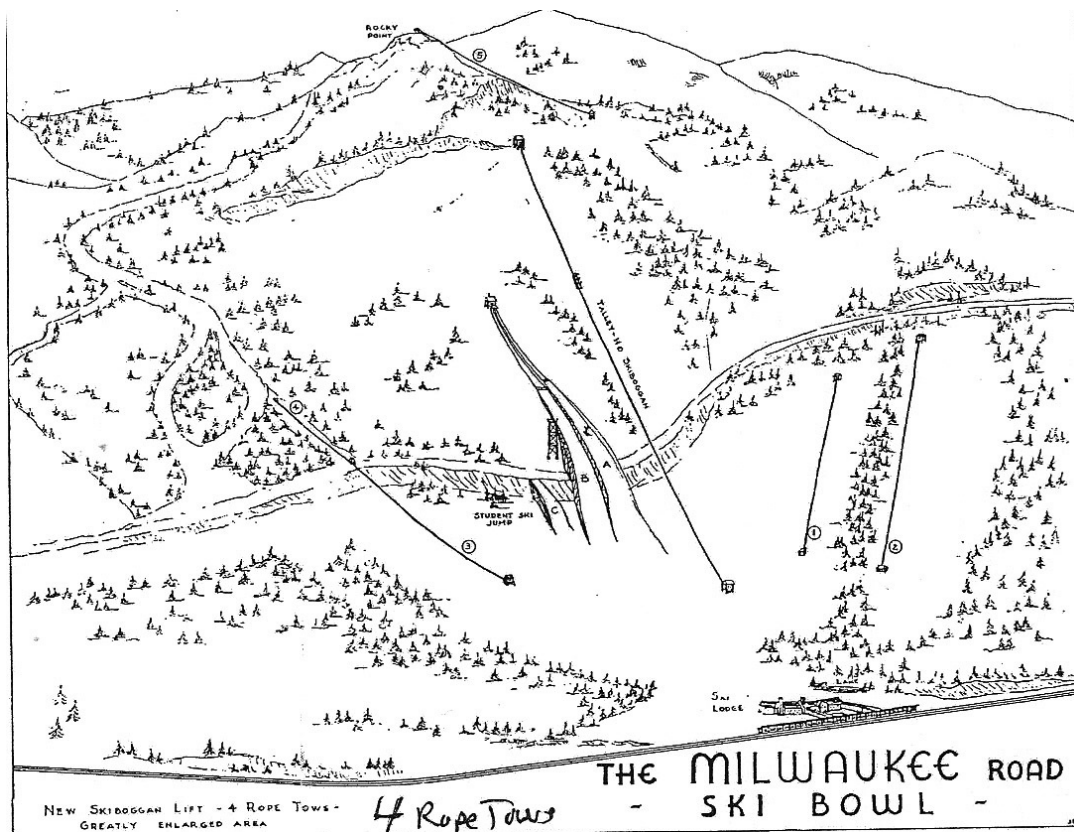
Tally-Ho Skiboggan carrying passengers down the hill. Photo courtesy of Walter Page.

Although the skiboggan was touted as being a new one-of-a-kind ski lift, similar devices had been put into operation elsewhere previously. According to local ski historian Kirby Gilbert, Mt. Baker had one of first ski tows in the Northwest called a “boat tow” or “sled tow,” but it was best known as a “ski escalator” actually similar to the Milwaukee Ski Bowl tow, as a jig-back tow. It was powered at top of mountain by a turning drum, reversible motor, and patterned after both logging equipment of the time and the one at Yosemite that was started in 1934-35 (Badger Pass). Badger named their’s the “Up-ski,” and each sledge had several names such as the “Queen Mary”, etc. They had these types of tows in Idaho (Bear Gulch in Idaho had one you could stand on), and several other places around the country, including one installed at Aspen on the lower slopes to serve Roch Run (Aspen’s first “lift”), named after Andre Roch who skied early on at Mt. Hood well before he became famous in Aspen and Switzerland. The owner and installer of the Baker Ski Escalator was killed in January 1936, at age 41 in an avalanche as he had to climb the slope in the morning to get to the top to start the tow, and the tow was taken out of operation.



Mt. Baker Ski Escalator, photo from Kirby Gilbert.

The following map shows the new Skiboggan lift to the right of the ski jumps, along with five rope tows for the winter of 1946 - 1947. The two rope tows on the left of the jumps took skiers above the old Milwaukee Road roadbed, which was abandoned when the tunnel under Snoqualmie Pass was completed in 1914, and went through the middle of the Ski Bowl. Two rope tows on the right hand side of the ski area replaced the J-Bar. A new rope tow is shown above the top of the Skiboggan, to take skiers up to Rocky Peak for long, downhill runs. This is the tow that Jack Corrock said he did not remember being in operation during the ski season of 1946 - 1947, so this map was likely published before the ski season began.



Map of Milwaukee Ski Bowl in winter of 1947, showing the new Skiboggan lift to the right of the jumps, three rope tows servicing the lower slopes, and a high rope tow reaching from the top of the Skiboggan to the top of Rocky Point.

In December 1946, to generate excitement for the upcoming ski season, the Seattle Times published a series of articles about the Ski Bowl and its free ski lessons given at the area. In the spring of 1946, the National Ski Patrol wrote the Seattle Times urging it to reopen its ski school as soon as possible because of the large number of injuries to skiers the prior season, with the Times saying *Increasing Accidents Demanded That Times Reopen Skiing Classes*. For the winter of 1946 - 1947, free Seattle Times ski lessons were offered “for the first time in five long years, when a jam-packed ski train rolls out of Union Station for the enlarged and improved Milwaukee Road Ski Bowl.” For the first time, the Times free ski lessons were offered to not just to high school students, but also to college students. Eligible to enroll were students at all eight Seattle high schools, parochial and private schools of prep ratings, University of Washington, Seattle College, and other colleges. Ski Schoolers would learn controlled skiing from Ken Syverson,

so last season’s sprained-shoulder and fracture-ankle list will be pretty much a thing of the past. The pupils will learn correct snowplow, stem-turn and racing technique from many instructors who are veterans of previous Times schools and others who served with the far-famed Tenth Mountain Division in Kiska and Italy. At the end of eight weeks some of the young skiers will be hard to distinguish from the instructors as they burn down the big hill from Rocky Point at the Ski Bowl.⁴¹⁰

In December 1946, the Seattle Times said the Milwaukee “has promised skiers the new toboggan-type ski lift will be ready for operation opening day. The new lift can handle 1,400 skiers an hour, more than twice the capacity of an ordinary rope tow. In addition, there’ll be rope tows to pack stizmarkers to the top of Rocky Point.” Ken Syverson, the head of the Times Ski School, said his lessons would “trim last year’s sprained-knee and twisted-shoulder list in half.” Skiers would not

⁴¹⁰ *Courses Free to Any Seattle High-School or College Students, & Increasing Accidents Demanded That Times Reopen Skiing Classes*, Seattle Times, November 24, 1946 (page 35). *Bells Clang for Ski Schoolers!*, Seattle Times, December 22, 1946 (page 31); *Ken Syverson Demonstrated Controlled Skiing*, Seattle Times, December 22, 1946 (page 71).

recognize the Ski Bowl since it had a “face lifting,” new runs had been cut through the timber, tripling the skiable area, rope tows had been installed, and “the revolutionary toboggan-type lift had been built.” The Ski Lodge had been remodeled and improved with new waxing rooms available. The Times published a picture of Emily Johnson, a PE teacher wearing a skirt, demonstrating a ski turn to Garfield High School girls, also wearing skirts. The Times also published a series of pictures of Ken Syverson demonstrating proper ski techniques, or the steps to advance from beginners classification to intermediate or advanced. Syverson was shown doing a kick turn, the snowplow, the side slip, and the downhill or straight running position. The paper noted that Emil Allais, the French champion skier, brought a new binding to the U.S. that kept a skier’s foot gripped tightly to the ski, and was promoting the much-discussed parallel technique of skiing. Ken Syverson was critical of the new technique and said “the parallel technique never will be adopted in the Northwest because its not suited for deep-snow skiing.”⁴¹¹

The opening of the Milwaukee Bowl was postponed from late December 1946, to January 4, 1947, because of lack of snow. The Skiboggan was not ready for operation, however, until early February, although that fact was not mentioned in articles in the Seattle Times.

The opening day of the Ski Bowl was described by the Seattle Times of January 4, 1947: *Students Jam Station as Train Departs*. "Union Station was packed to capacity with grinning, cheering and in some cases anxious high school and college students" for the first ski train since the winter of 1942, "and it took a long time and a lot of work to unsnarl the traffic jam caused in the vicinity of the station by the cars in which friends and relatives had brought the school participants to

⁴¹¹ *Penguin Meet Heads Set, 5-Man Teams to Compete, & Times Skiers to Learn Hickory-Stave Control*, Seattle Times, December 8, 1946 (page 53); *Ski Schoolers Won't Recognize Bowl: It's Had Face-Lifting Job*, Seattle Times, December 16, 1946 (page 18); *Short Notes*, Seattle Times, December 29, 1946 (page 27).

the train." Ski Patrolmen were "wearing grins a mile wide" since the ski classes had resumed, which "will remove skiing once and for all from the ranks of hazardous sports in this area." Ken Syverson and his instructors stressed the importance of controlled skiing to the 2,000 new students, the biggest crowd in the history of Times ski lessons and one of the biggest ever to invade the bowl, brought there by four special ski trains. Special round trip train rates were offered by the railroad of \$1.77 from Seattle, and \$2.09 from Tacoma. Milwaukee Road ads said the Ski Bowl was "bigger and better than ever," featuring the "Tally-Ho Skiboggan Chair Lift," with a capacity of 1440 per hour, which could carry non-skiers up and down the hill, along with three other rope tows, "and a sled tow." A mile and a half run was available above Rocky Point.⁴¹²

**SPECIAL...
Round Trip Rates
to
MILWAUKEE ROAD
SKI BOWL
SATURDAYS AND SUNDAYS**

REDUCED FARE FOR STUDENTS SATURDAY ONLY
From Seattle... **\$1.39**
From Tacoma... **\$1.77**

FROM SEATTLE AND RETURN \$1.77
FROM TACOMA AND RETURN \$2.09

15% Federal Tax Included
Half Rate for Children Under 12

SNOW TRAIN SCHEDULES from SEATTLE and TACOMA

From SEATTLE		From TACOMA	
SATURDAYS		SATURDAYS AND SUNDAYS	
Lv. Seattle (Union Station)	7:30 AM	Lv. Tacoma (Milwaukee Road Station)	7:30 AM
Ar. Ski Bowl	9:30 AM	Ar. Ski Bowl	10:15 AM
Lv. Ski Bowl	4:00 PM	Lv. Ski Bowl	5:00 PM
Ar. Seattle	6:00 PM	Ar. Tacoma	8:15 PM
SUNDAYS			
Lv. Seattle (Union Station)	8:30 AM		
Ar. Ski Bowl	10:30 AM		
Lv. Ski Bowl	4:30 PM		
Ar. Seattle	6:30 PM		

Tacoma Special will stop for passengers at North Puyallup, Sumner, Andover, Kent, Renton

IMPORTANT
Buy Tickets in Advance

CHICAGO MILWAUKEE ST. PAUL PACIFIC

The MILWAUKEE ROAD

For Tickets and Information Call City Ticket Office, 4th and Union; Union Station, 4th and Jackson, Seattle or City Ticket Office, 112 So. 9th St., Tacoma

⁴¹² Milwaukee Road ad, Seattle Times, December 22, 1946 (page 31); *Times Free School Gets Underway, Students Jam Station as Train Departs*, Seattle Times, January 4, 1947 (page 6); *No More Hazards, Ski Patrol Praises Class*, Seattle Times, January 5, 1947 (page 27).

The Milwaukee Magazine of February 1947, published an article about the reopening of the Ski Bowl after being closed for five years because of W.W. II. Significant improvements had been made to the ski area, including wider and smoother slopes, three rope tows and a sled tow, and a renovated alpine lodge.

After five years, the warstilled slopes of one of the greatest, all-white recreational areas in the world again became a synthesis of fiery-hued toggery, schussing, tr-r-r-ack! Christies and lowly sitzmarks!...The pre-war gang waxed their skis, scrambled about the trains and headed back for the big hill, bringing their friends with them.

The Ski Bowl opened on January 4, 1947, attracting 2, 856 people who filled 79 coaches on the four trains that went to the Ski Bowl (three from Seattle and one from Tacoma), most of whom were teenagers looking instructions in “controlled skiing” that was taught at the Seattle Times Ski School. The Seattle railroad station was packed with cars and skiers carrying skis. On Sunday, one train went to the Ski Bowl, for a total of 4,030 skiers participating during the opening weekend. “More and more lovers of winter sports are looking to the Milwaukee Road for their weekend ski outings because of the combination of ideal skiing conditions and safe transportation through mountainous areas.”⁴¹³



Milwaukee Road train at Ski Bowl. Photo courtesy of Walter Page.

⁴¹³ *Milwaukee Road Ski Bowl Reopens*, The Milwaukee Magazine, February 1947 (page 4).



Milwaukee snow plow near Ski Bowl. Courtesy of Walter Page.



Milwaukee Bowl Power Station. Photo courtesy of Walter Page.



Skiers getting off ski train at Milwaukee Ski Bowl. Photo courtesy of UW Special Collections.

Seattle skiers were not able to ride city busses to the railroad station while carrying their ski equipment during the first several weeks of the Ski Bowl's operation. This caused many complaints. On January 24, 1947, it was announced that special Seattle Transit System ski coaches "will cover every district in the city to haul skiers to Union Station for the Milwaukee Road's snow trains each Saturday morning this winter." Ski busses would not run on Sunday. Skiers would have to get up early, as the busses would leave the terminal at 5:30 am for their routes, arriving back at the station at 6:40 am. The fare was 10 cents.⁴¹⁴

The Skiboggan finally began its operations on February 8, 1947. The weekend offered sunshine and superb skiing conditions, attracting 1,651 skiers to the Ski Bowl. A group of railroad and skiing officials took the maiden trip of the "rebuilt" Skiboggan up the mountainside. "And then, being sissies, they rode down again, but not until they enjoyed a panorama of some 20 ski classes

⁴¹⁴ *Times Ski-School Pupils! Here are Tomorrow's Special Busses*, Seattle Times, January 24, 1947 (page 22).

scattered over the spacious terrain of the bowl.” Once they gave their stamp of approval to the lift, which operators Keith Talley and Burt Carr said was the highest single lift in Western Washington, it started taking skiers up 1,800 feet to an elevation 725 feet above the bottom of the bowl, “and they started cavorting down in glee.” Even though the lift did not start up until after noon, it carried more than 700 better skiers to the 1,800 feet toward Rocky Point, where they enjoyed longer downhill runs.⁴¹⁵

During the first weekend of February 1947, good weather brought 11,500 skiers to local areas, the largest crowd of the season. Mount Rainier had the largest crowd of 2,800, followed by Stevens Pass with 2,500, Snoqualmie Pass with 2,000, Mount Baker 1,600, Milwaukee Ski Bowl 1,500, and Chinook Pass with 750.⁴¹⁶

The Ski Bowl opened the 1947 winter season with 3,000 skiers, and closed the season with 8,000 people who came to watch the Olympic Jumping Tryouts. The end of the 1947 ski season was celebrated by a "gala finale" dinner on board the Milwaukee Road's "crack Olympian train." “Tables groaned under the weight of turkey dinners and ski school trophies during the celebration,” which was attended by the Seattle Council of the PTA, the Chamber of Commerce, Milwaukee Road officials, ski instructors and students. The top 19 students out of the 4, 250 who took lessons received trophies.⁴¹⁷

⁴¹⁵ *Ski-Schoolers Throng Bowl in Fine Weather , Big Throng Travels on Skiboggan*, Seattle Times, February 9, 1947 (page 18).

⁴¹⁶ *11,500, Season’s Biggest Crowd, Ski in Sunshine*, Seattle Times, February 2, 1947 (page 13).

⁴¹⁷ *Times Ski School Finale, Award “Show Put On Road (Milwaukee That Is)*, Seattle Times, April 25, 1947 (page 16).



Back Country skiing at the Milwaukee Ski Bowl. Photo courtesy of Walter Page.

STEVENS PASS

The American Ski Annual 1947 reported that “the end of the war started a terrific boom at Stevens Pass, the up and coming ski resort of Washington. It has the advantage of being protected by mountains on all sides and thus escapes the howling blizzards that are wont to descend on Mount Rainier and Mount Baker.” The ski area operators, Trams, Inc. owned by Don Adams and Bruce Kehr put in four new rope tows, for a total of six, as soon as the men were discharged by the Navy. These consisted of a beginner’s tow, an intermediate tow and three tows on the big hill which lead up to the bowl tow. The coming summer (1947), a T-bar lift would be installed on the barrier and later

plans call for a chair lift, possibly on Big Chief. Ski clubs with lodges at the pass responded with vigor at the end of the war as their members returned from the armed forces. The Penguin Ski Club sponsored the PNSA Class A Open Slalom and Downhill Championships, and the club hopes to finish its lodge as its members return. Wilma and Roy Weckworth are taking over the management of the lodge.⁴¹⁸

SUN VALLEY REOPENS

The American Ski Annual for 1947 discussed the reopening of Sun Valley after being closed for five years due to the war. The world-famous year ‘round resort’ of Sun Valley “arranged by bountiful nature and glorified by man’s handiwork...nestled in a sun-splashed valley of the Sawtooth Mountains amongst the choicest skiing peaks of this range” would reopen and offer “every need for perfect vacation living.” The ultra-modern Sun Valley Lodge and the Challenger Inn, “the rambling, mountain-style hotel with its gay Tyrolean atmosphere, offering every need for the perfect vacation. Four chalet offered economy accommodations for ski competitors who will gather at Sun Valley for the season’s meets.

When Sun Valley re-opened in the winter of 1947, the resort had a different focus according to Holland. Instead of catering to the rich and famous, the resort began catering to “a greater number of people from a wider range of social levels. Families and fun-loving recreationists joined the beautiful people.”

The fifth annual inter-collegiate ski meet would be its first event in late December, followed by the International Downhill and Slalom championships, the Sun Valley International Open, the National Four-Event Combined championship, and other races that will attract “the greatest

⁴¹⁸ *About Stevens Pass*, American Ski Annual 1947, pages 255 - 257.

performers on skis from all over the world.” Ski lessons would be available in the Friedl Pfeifer Ski School, which has taught as many as 500 pupils in a single day, teaching the Arlberg principles of skiing which in two weeks “makes an enthusiastic skier from the most timorous timber-trier.” Learn to Ski Weeks, begun in 1940, would be continued.

Four electric ski lifts serve four skiing areas on Dollar, Ruud Proctor and Baldy Mountains. The Baldy Mountain lift is the longest in the world with a length of 11,500 feet, and all of the area’s ski runs were designed by “outstanding ski experts of Europe and America in cooperation with the U.S. Forest Service.” Baldy offers long downhill runs and “miles of timber-free slopes with a variety of runs that will please the novice looking for a gentle decline as well as the skiing veteran in serious competition.” The three-mile Broadway run starts at the summit, winds down the southern slopes through a wide canyon, joining Sunnyside 3,200 feet below through the “freely thinned timber plan” that provides a cleared area much like an open road more than 200 feet wide. Six ravines at the top of Broadway run offer easily accessible runs for every type of skier, with good snow assured from early December to late May. Baldy also offers “thrilling variation” in the Summit, Canyon, Riverside and College ski runs. Ski touring is offered at the Owl Creek Cabin in the Galena Summit region offering back country skiing in “some of the most beautiful mountain country in the country.”

Dining was available at “hot potato” huts on Dollar and Proctor and at the Roundhouse on Baldy. Fine dining and dancing were available at the Lodge and its Duchin Room and Ram in the Inn. Non-skiers could find skating, skeet shooting, moonlight bobsled parties, bowling, ping pong and swimming in outdoor pools.

Sun Valley, the skier’s paradise, promises the sports lover every item for full vacation enjoyment. Perfect ski conditions coupled with metropolitan luxuries of the resort cover every taste for energetic sport or complete relaxation...The gayest sports show on the continent is

about to begin at Sun Valley...⁴¹⁹

COMPETITIONS HELD TO SELECT THE 1948 OLYMPIC TEAM

During the ski season of 1946 - 1947, there were a series of competitions held in the Northwest which would lead to the selection of the U.S. Olympic skiing team for the 1948 Olympics to be held in St. Moritz, Switzerland, in both alpine and nordic events.

Alpine events leading to the selection of the Olympic team began with the Pacific Northwestern Ski Association's Annual Amateur Downhill and Slalom Championships held at Stevens Pass in early February, where skiers would compete for a chance to enter the Olympic tryouts held later in March at Sun Valley, Idaho. The Stevens Pass event was followed by the National Championship Downhill and Slalom event in Ogden, Utah in late February, and the action packed year ended with the Olympic team tryouts at Sun Valley in March 8 and 9, 1947, followed by the Harriman Cup competition, after which the alpine team would be announced. Jumpers for the Olympic team would be selected at the Olympic Games trials held at the Milwaukee Ski Bowl on March 22 and 23, 1947, preceded by the Leavenworth jumping tournament in January, and a pre-Olympic meet (the Northwest Jumping Championships) at the Ski Bowl on February 16 that would qualify Northwest jumpers for the Olympic event. All three events were expected to bring the country's best jumpers to the Northwest to compete.

Selection of the US Alpine Olympic Team

The Pacific Northwestern Ski Association Amateur Downhill and Slalom Championships were held on February 8 & 9, 1947, at Stevens Pass, where star skiers competed for a chance to enter

⁴¹⁹ Holland, *Sun Valley, An Extraordinary History*, page 321; *Sun Valley Plans*, 1947 American Ski Annual, pages 169 - 174.

the Olympic downhill and slalom tryouts in Sun Valley, Idaho, on March 8 and 9. The Sun Valley Ski Club, led by Elf Engen “the Sun Valley Open ace,” sent a ten-man team to compete at Stevens Pass, which included two former Washingtonians, Karl Stingl who formerly skied for the Penguin Ski Club, and Dave Faires who previously skied for the University of Washington. Gretchen Fraser, then living in Sun Valley, attracted the most attention in the women’s event. She would fight it out with Dodie Post, the” sensational Reno skier” who recently beat Gretchen. Both were regarded as “surefire Olympic Games prospects.”⁴²⁰

Dave Faires (“the Rabbit”), who dropped out of the University of Washington that winter to race for the Sun Valley Ski Club, won the combined PNSA downhill and slalom title at Stevens Pass, barely edging out Jack Nagel. “But the Rabbit really had to clip off the seconds in the slalom race, placing second, to edge the sensational young Penguin Ski Clubber. Karl Nagel, for first place in the combined.” Nagel took first in the slalom and fourth in the downhill, while Faires took second in both events. “Nagel’s slalom races were nearly perfect, as he defeated the class of Northwest racers,” and he was the only racer to beat 50 seconds over the course that Ken Syverson laid out from the top of big Chief to the bottom of the big tow. Leon Goodman was third in the combined and Dan Goodman was fourth. Gretchen Kunigk Fraser, “whose downhill running was matchless,” won the women’s combined title, after finishing third in the slalom behind her teammates Rebecca Fraser and Mary Alice Peel, “the Washington State College runner.” Rebecca Fraser was second in the combined, and Peel third. Both days of the racing were run in near-perfect conditions before the

⁴²⁰ *Stevens Ski Meet to Test Olympic Games Hopefuls, Racing Stars Vie Next Week; Leavenworth Has Jumps Today*, Seattle Times, February 2, 1947 (page 20).

largest ski audience since before the war.⁴²¹

On March 3 & 4, 1947, the National Championship Downhill and Slalom races at Ogden, Utah brought “top-flight skimen and skiwomen” from all over the U.S. The first 50 men finishers and the first 20 women finishers would be eligible to compete in the Olympic tryouts at Sun Valley later in March. The Pacific Northwestern Ski Association sent 16 skiers to compete, including four Seattle ski stars - Jack Nagel, Rees Stevenson, Don Amick and Paul Gilbreath. Other PNSA racers included Dave Faires, Karl Stingl, Don and Leon Goodman and Gene Gillis of Sun Valley, and Bill Bowes of Portland. The woman’s team included Gretchen Kunigk Fraser, Rebecca Fraser, Alma Hansen and Dodie Post of Sun Valley, Mary Alice Peal of Washington State College, and Ann Volkmann of Portland. Karl Molitor from Switzerland took the national combined championship, making a clean sweep of the events after a penalty imposed against him in the slalom race was lifted. Alf Engen of Sun Valley was second in the combined, followed by another Swiss skier, Paul Valear, Dick Movitz of Salt Lake City, and John Linchfield of Aspen. Rhoda Wurtele of Montreal won the women’s combined title. Alma Hansen of Sun Valley placed 9th.⁴²²

The racers moved from Utah to Sun Valley, Idaho for two separate events, after which the U.S. Olympic alpine team would be announced. The formal Olympic tryouts were held on March 8 & 9, 1947, followed by the Harriman Cup the next weekend, with both events consisting of downhill and slalom races, with a combined title awarded to the highest finisher in both events.

The Sun Valley Olympic team tryouts were held on March 8 and 9, 1947, where the 62 top

⁴²¹ *Faires Shades Nagel for Combined Title*, Seattle Times, February 2, 1947 (page 15).

⁴²² *16 Northwest Skiers In National Tourney*, Seattle Times, February 23, 1947 (page 35); *Molitor Wins Combined Ski Championship*, Seattle Times, March 4, 1947 (page 19); *Penalty Lifted, Molitor Awarded Slalom Crown*, Seattle Times, March 9, 1947 (page 34).

ranking Americans competed for places on the U.S. Olympic alpine team. Salt Lake City's Jack Redish won the men's downhill, beating the course record set by Dick Durrance in 1942, and Gretchen Fraser won the women's downhill. Bobby Blatt of Stanford was second, Don Amick of Washington Ski Club was third, followed by Leon Goodman of Sun Valley, also representing the PNSA. Jack Nagel of the Penguin Ski Club was 8th, and Karl Stingl racing for Sun Valley, was 10th. 14 year old Andrea Mead of Pico Peak, Vt. was second in the woman's downhill, followed by Paula Kann of N.H. and Rebecca Fraser. Bob Blatt of Palo Alto, Calif. won the combined title after finishing second in the slalom and fourth in the downhill, followed by Jack Reddish of Salt Lake City, and George Macomber of West Newton, Mass. After the slalom race and the combined titles were awarded, four Northwest skiers were in the running for selection to the U.S. downhill and slalom ski team by finishing in the top 20 in the combined - Don Amick, Jack Nagel, Dave Faires, and Paul Gilbreath. Amick, the veteran Washington Ski Club star, who had won the Pacific NW championships for 10 years, placed highest of all the NW men, winding up 6th in the combined after turning in brilliant downhill and slalom races on Baldy Mountain. Nagel, Faires and Gilbreath "ran beautifully" in the downhill, but placed far down in the slalom. Karl Stingle, who previously skied for the Penguin Ski Club, was also in the running. 14-year old Andrea Mead of Rutland Vt., a high-school freshman, was "by far the outstanding entrant in the trials," winning first in the slalom and second in the downhill, and finishing second in the combined after Gretchen Fraser of Vancouver Washington.⁴²³

20 men and 10 women "who sparkled in the Olympic trials...over the weekend" were invited

⁴²³ *Reddish, Mrs. Fraser Score at Sun Valley, Marks Go in Olympic Ski Tests*, Seattle Times, March 9, 1947 (page 34); *4 Seattle Stars in Harriman*, Seattle Times, March 10, 1947 (page 16).

to race in Sun Valley's Harriman Cup races, after which 12 men and eight women would be selected to the 1948 Olympic team. Four Seattle Stars were included - Don Amick, Jack Nagel, Dave Faires, and Paul Gilbreath. Other skiers with Northwest connections participating in the Harriman Cup included Leon Goodman of Sun Valley, Gene Gilles of Portland, Karl Stingel of Sun Valley, Gretchen Fraser of Vancouver Wn., and Mary Alice Peel of Wallace, Idaho. The two Swiss skiers who swept the American speed skiing championship in Utah were the favorites to win the event, Karl Molitor and Olivia Ausoni Villars.⁴²⁴

Edy Rominger of St. Moritz, Switzerland won the downhill portion of the Harriman Cup on Sun Valley's Warm Springs course in record time, beating Toni Matt of North Conway, NH by a second. "The course was fast and treacherous. Melting snow due to a warm sun ran into shady areas to form ice which tripped up many skiers racing down the slope and preventing them from finishing the run." Karl Stingl, Seattle runner, finished 18th. France's Georgette Thiolliere won the women's downhill. Ruth Marie Stewart of Hanover, NH was second, Gretchen Fraser was third, and Andrea Mead finished fourth. The selection of the U.S. Olympic team would follow the slalom race to be held on Ruud Mountain. Northwest skiers competing for the U.S. Olympic team included Jack Nagel "who has been a favorite with Washingtonians since he started skiing at Stevens Pass when he was 9 years old," Rees Stevenson, member of the U.W. Ski Club, Don Amick, "two-time winner of the Pacific Northwest slalom championship, Paul R. Golbreath of the Washington Ski Club, David Faires, who won the amateur race at Stevens Pass, Karl Stingel, "former resident and member of the

⁴²⁴ 4 *Seattle Stars in Harriman*, Seattle Times, March 10, 1947 (page 16).

Penguin Ski Club,” and Mary Alice Peel, student at Washington State College.⁴²⁵

The U.S. ski team for the 1948 Olympic games was announced in Sun Valley on March 18, 1947, with the Seattle Times announcing, *11 Western Stars in U.S. Line-up*, as 11 out of the 19 downhill and slalom berths went to Western ski stars. Two Washington skiers made the team, Gretchen Kunigk Fraser and Dave Faires who was an alternate on the men’s team. The men’s downhill and slalom team consisted entirely of Westerners, except for Colin Stewart of Hannover, N.H. Three Salt Lake skiers made the team, George Macomber, Jack Reddish and Dick Movits. Other berths went to Robert Blatt, Palo Alto, Calif.; Steve Knowlton, Aspen, Colo; Barney McLean of Denver; and Gordon Wren of Winter Park, Colo. A separate combined team was named, who would be qualified to participate in more than two events, and included Ralph Townsend, Durham, N.H.; Don Johnsen, Salt Lake City; and Corey Engen, Ogden Utah, brother of Alf Engen, the coach of the American team. Wendall Broomhall of Rumford, Me, would represent the U.S. in cross-country. Five alternates were chosen, including Dave Faires of Seattle, the only Northwest man to make the squad. Other alternates included Gene Gillis, Sun Valley; John Blatt, Palo Alto, Calif. (brother of Robert); William Distin, Stowe, Vt; and Dev Jennings , Aspen, Colo. The women’s downhill and slalom team was led by Mrs. Gretchen Kunigk Fraser of Vancouver, Wa. and 14 year-old Andrea Mead of Rutland, Vt. The other six women on the team included Paula Kann, North Conway, N.H.; Brynhild Grasmoen, Merced, Calif; Ruth Marie Steward, Hanover, N.H.; Dodie Post, Reno, Nev.; and Rebecca Fraser, Woodstock, Vt. Anne Winn of Salt Lake City was an alternate. All team members would remain in Sun Valley for two weeks of spring skiing. The U.S. jumping team would be

⁴²⁵ *Rominger, Swiss Skier, Wins Downhill Race at Sun Valley*, Seattle Times, March 16, 1947 (page 42); *Seattleites Ski and Play at Sun Valley*, Seattle Times, March 16, 1947 (page 54).

selected at the Olympic trials to be held the following weekend at the Milwaukee Ski Bowl, which were described as the “Little Olympics.”⁴²⁶

The chairman of the Selections Committee said coaches Walter Prager and Alf Engen “will mold a downhill and slalom team capable of giving the European teams a battle all the way.” The Swiss and Norwegian skiers had been training and racing as a team all winter, while the U.S. skiers had been skiing without the benefit of coaching, “and they all ran well enough in the Harriman Cup races to beat several of the foreign stars.” Don Amick ran brilliantly in the downhill and slalom events, but his age - he was in his late 30s - was the reason he was not picked as an alternate on the Olympic squad. Intense Sun Valley workouts should make the team ski faster, and the coaches “will attempt to smooth the skiers’ styles so the United States runners will be able to clip vital tenths of seconds off their times when they compete at St. Moritz next February.” Gretchen Fraser “will do all right against other skiers in the Games, too. We’re going to have a good team.”

Although Don Amick was not named to the Olympic team initially, in October 1947, Amick, “the veteran Washington Ski Club speedster,” was named to the U.S. Olympic downhill and slalom team. Darrock Crookes, a member of the Winter Games Committee, said that Amick earned his spot on the squad.⁴²⁷

An article in the American Ski Annual of 1948 described the significant contributions Sun Valley made to the U.S. ski team that went to the 1948 Olympics.

⁴²⁶ *11 Western Ski Stars in U.S. Line-Up, & Jumping Trials Become ‘Little Olympics’ Canadian Aces Enter*, Seattle Times, March 18, 1947 (page 18).

⁴²⁷ *U.S. No Ski Pushover*, Seattle Times, March 23, 1947 (page 21); *Don Amick on Olympic Ski Squad*, Seattle Times, October 12, 1947 (page 40); *Northwestern Body Sets 32 Tournaments*, Seattle Times, October 13, 1947 (page 27).

Backed up by the resources of the Union Pacific Railroad and the manpower of Pat Roger's Sun Valley staffs, the SVSC played host last winter to the Olympic Trials in Downhill-Slalom in a style that has surely never been equaled. Not only was free accommodation provided for forty men and twenty girls for a week...not only was every conceivable technical preparation planned out without thought or expense...not only were officials and the Olympic Committee imported from all points of the compass and looked after...but for months before the Trial's promising young runners were given easy jobs at the Valley so that they could train daily for the squad under Alf Engen, and after the Trials, the squad that had been chosen was invited to stay on at Sun Valley for a further two week's intensive training with Olympic coaches Alf and Walt Prager...From the accountant's point of view, Sun Valley is still a losing venture, so that these huge contributions of manpower and accommodations are out-and-out philanthropy. Well, call it advertising if you like...Beyond all this, thousands of dollars were raised at the Valley last winter for the Olympic Fund by means of pools, sales, parties and other solicitations among the guests.⁴²⁸

Selection of the U.S. Olympic Jumping Team

The winter's jumping events began at the Leavenworth tournament held in early February 1947, "where star cloud-busters" swung into action. Art Devlin, the national champion from Lake Placid, N.Y., was the headliner who would compete against Northwest jumpers, and was expected to leap past 275 feet.⁴²⁹

At the Leavenworth tournament, Art Devlin jumped "a dazzling" 286 feet, but fell on the landing and wrenched his knee, making it likely he would miss the Olympic Jumping tryouts at the Milwaukee Bowl on March 22 and 23, as well as the Jumping Nationals at Ishpeming, Michigan and the famed Hollemkollen meet in Norway in March. His jump would have been a new hill record if he had not fallen, being 13 feet longer than Torger Tokle's mark of 273 feet set in 1941. He would have to stay off skis for at least two months. Six of the Class A jumpers fell on Leavenworth's icy slopes. Art Granstrom of the Everett Ski Club edged out Olav Ulland, the defending champion, to win the

⁴²⁸ Laughlin, James, *Downhill and Slalom Olympic Trials*, American Ski Annual 1948, page 92.

⁴²⁹ *Ski Jump Stars Set for Meet*, Seattle Times, January 26, 1947 (page 29).

meet.⁴³⁰

On February 16, 1947, the Seattle Ski Club hosted a pre-Olympic Ski Jump Trial at Ski Bowl for the upcoming 1948 Olympic games, as a prelude to the Olympic Games Trials on March 22 and 23, “that will qualify Northwest skiers for the Olympics.” Excitement was high all winter for the events.⁴³¹

Seventeen “Class A cloud-busters” entered the annual Pacific Northwestern Ski Association Jumping Championships at the Ski Bowl on February 16. The meet was won by Joe Parrault, “the slim Michigan youngster,” who boosted his national and Olympic games stock by making two spectacular jumps. The more than 3,000 spectators who arrived by train and car “Oh’d and Ah’d” at his performance. Torger Tokle, who held the hill record and was killed in World War II, was remembered in a simple ceremony where skiers placed a wreath of flowers over crossed skies at the 288 foot mark on the hill. Perrault had been coached by Tokle when both served in the Tenth Mountain Division. He promised to return to the Ski Bowl for the Olympic tryouts in March. Tommy Mobraaten, who was on the Canadian 1936 Olympic team, took second.⁴³²

On Marc 22 and 23, '947, “[t]he final 1948 Olympic Jumping-team tryouts were held at Hyak, Washington under the sponsorship of the Seattle Ski Club, were held on what was probably the biggest and best designed sk-jumping hill available in the United States”, according to the *American Ski Annual of 1948*. “Skiing’s last fling will be its best, as never before has a jumping event

⁴³⁰ *Jumping Star Wrenches Knee On Icy Hill at Leavenworth*, Seattle Times, February 3, 1947 (page 15).

⁴³¹ *From the Scorebook*, George Gunn, Seattle Times, January 13, 1947 (page 16).

⁴³² *17 Set for Northwest Ski Jump Title Meet*, Seattle Times, February 14, 1947 (page 24); *Perrault, Victor in N.W. Jumps, to Return Here*, Seattle Times, February 17, 1947 (page 19).

comparable to the one that will compete in the Olympic Games tournament today at the Snow Bowl.” The event was sponsored by the Seattle Ski Club. Jumpers from Norway and Sweden would participate in an exhibition jumping event, and the U.S. Olympic team would be selected. The tournament brought in competitors from all around the world. The Seattle Ski Club promised that "one of the best jumping fields ever assembled in the history of Northwest skiing" would compete on the "giant Olympian hill." The Ski Bowl was “the biggest and most well-designed ski-jumping hill available in the United States” according to the American Ski Annual of 1948. Ralph Bietila, one of the world-famed Bietila brothers, would compete against some of the "nation's best fliers," including the local favorite Olav Ulland "who always can be counted on for distance." Buster Campbell, "the Leavenworth ace," one of the top cross-country racers in the area, would compete in the Olympic Games classic-combined tryouts at Lake Placid, N.Y. the same weekend, and would miss the jumping competition. He had been getting in shape for the "cross-country grind with workouts at the Milwaukee Road Ski Bowl." A crowd of 6,000 was expected for the tournament and would ride special snow trains to the Ski Bowl. Torger Tokle’s 289 foot national and 288 foot hill mark was expected to be challenged. That same weekend, an Intercollegiate race would take place at Stampede Pass, where skiers from Washington, Oregon, Oregon State, Montana, Idaho, British Columbia and other schools would compete in downhill, slalom and cross-country at Martin, with the jumping competition to be held at the Ski Bowl.⁴³³

The Seattle Ski Club had bid \$2,200 to host the tryouts. Skiers stayed at the Olympic Hotel in

⁴³³ *Jumping Stars Vie Sunday at Milwaukee Bowl*, Seattle Times, February 9, 1947 (page 18); *Ski Stars Here for Jump Meet*, Seattle Times, March 14, 1947 (page 29); *Jumping Trials Become 'Little Olympics' Canadian Aces Enter*, Seattle Times, March 18, 1947 (page 18); *Tokle's Record Threatened in Meet At Bowl*, Seattle Times, March 22, 1947 (page 6); *6,000 Expected to See Jumps*, Seattle Times, March 22, 1947 (page 6).

Seattle or at the Seattle Ski Clubhouse at Snoqualmie Summit where and the awards banquet. An Olympic Games Ski Carnival Dance was held at the Field Artillery Armory to honor the jumpers who would compete in the National Olympic Games tryouts, to raise funds for the ski meet. The dance would honor an exhibition team from Norway and Sweden, and the Seattle Folk Dancing Club would present dances in colorful European costume.

SEE . . .
WORLD'S CHAMPIONSHIP
SKI JUMPERS
 Milwaukee Road Ski Bowl
 National Olympic Tryouts
1:00, P. M., March 22-23

SPECIAL RATES

Tournament Charge	\$1.25
Rail Fare	1.77
Total, Incl. Tax	\$3.02

STUDENT RATE (Sat. Only)

Rail Fare and Tournament Charge	\$1.89
<small>(Tax Incl.)</small>	

SPECIAL TRAINS

Saturday	Sunday
Lv. Seattle	Lv. Seattle
8:00 A. M.	9:00 A. M.

Purchase Tickets in Advance

*For further information call your
 local sporting goods store, or*

The Milwaukee Road
EL. 6800

Seattle Times, 3/20/47, page 7

Warm air affected the tournament making the hill too soft for “real jumping competition,” and distances were not “in the extreme brackets that the big jumping hill is good for.” However, the miracle powder “snow cement” was used to save the show. The compound held the hill in perfect condition for the two days of competition where jumpers from the mid-west dominated.

Arnold Kongsgarrd, “the spring-legged Norwegian flyer who left a German concentration camp a short two winters ago, boomed 294 feet in an exhibition jump,” exceeding the late Torger

Tokle's American record by six feet. This was the longest jump ever made on the giant Olympian Hill, but the jump was not official since it was not made during a competition. Joe Perrault from Ispeming, Michigan finished first in the competition. Two veterans from the 1936 U.S. Olympic team finished in the next two places -Walter Bietilia of Iron Mountain, Michigan and Sverre Fredheim from St. Paul, Minn.

Six jumpers were selected to the U.S. Olympic team after the event, the first five finishers, plus Art Devlin who injured his knee at the Leavenworth tournament but who earned his berth "with flossy jumping" in other events. The others selected included Sverre Fredheim, Gordon Wren, and Ralph and Walter Bietila. Four of the six "flyers" were from the Middle West, with Wren from Colorado the lone Westerner. Perrault and Ralph Bietila were from Ispeming, Michigan; Walter Bietila was from Iron Mountain, Michigan; Devlin was from Lake Placid, New York; and Fredheim was from St. Paul, Minn. The downhill, slalom, cross-country and classic-combined teams had been selected the prior week at Sun Valley. After the competition, the jumpers left for Sun Valley for two weeks of intensive training. Alf Engen, the co-coach of the jumping team, strapped on his jumping skis to try the hill for the first time since the war, and "the old master" flew 260 feet. This tournament marked the close of the Milwaukee Ski Bowl for the year.⁴³⁴

In November 1947, the P.N.S.A. held a dance at the Palladium Ballroom to raise funds for two of the Washington skiers who were on the 1948 U.S. Ski Team, Don Amick and David Fairies and

⁴³⁴ "Jumping Stars Vie Sunday at Milwaukee Bowl," *Seattle Times*, February 9, 1947 (page 18); "Ski Stars Here for Jump Meet," *Seattle Times*, March 14, 1947 (page 29); "Ski Carnival Dance Set," *Seattle Times*, March 16, 1947, (page 50); "Jumping Trials Become 'Little Olympics' Canadian Aces Enter," *Seattle Times*, March 18, 1947 (page 18); "Tokle's Record Threatened in Meet At Bowl," *Seattle Times*, March 22, 1947 (page 6); "6,000 Expected to See Jumps," *Seattle Times*, March 22, 1947 (page 6); "Strolling Around Town," *Seattle Times*, March 23, 1947 (page 46); "Kongsgaard Leaps 290 Ft.," *Seattle Times*, March 23, 1947 (page 21); "Joe Perrault First in Olympic Jump Test, Committee Names Six for 1948 Games Squad," *Seattle Times*, March 24, 1947 (page 16); Barth, Arthur J., *Olympic Tryouts in Ski Jumping*, American Ski Annual 1948, pages 103 - 105.

their wives who would accompany them. Gretchen Fraser was not included in the group for reasons not disclosed in the article- perhaps because she was viewed as representing Sun Valley even though she and her husband were living in Vancouver, Washington. Gosta Eriksen was chairman of the dance. Ski Clubs who were members of the P.N.S.A. included the Penguins, Mountaineers, Huntoon, Seattle, Sno-Owls, Washington, Husky Winter Sports Ski Club, 10th Mountain Division Alumni, Chieftain club of Seattle College, Washington Athletic Club and Sahalie. An accompanying article showed pictures of Mrs. Don Amick and Mrs. David Faires who were preparing for their trip to Switzerland, "packing their ski suits and balancing their budget in three languages...and trying to plan the whole trip in advance.

SEATTLE WIVES FOLLOW SKIERS TO SWITZERLAND

By BETTY PENSON

Holiday in Switzerland! New Year's Eve on the high seas! The thrill of watching their husbands compete in the winter Olympics! That's the fabulous Christmas gift all wrapped up with the proper red tape and ready for delivery to two young Seattle women. Mrs. Don Amick (Bettie Mungar) and Mrs. David Faires (Barbara Leavitt) are packing their ski suits and balancing their budget in three languages. Because on Christmas Day, they'll head for New York, to join wives of other U. S. Olympics ski team members and coaches' wives, to set sail December 30 for Switzerland.

A third Seattle woman will attend the Olympics, too, but in an official capacity. She is Mrs. Edmund Smith, wife of the only doctor to attend the United States Olympic skiers.

Mrs. Smith was the most surprised woman in Seattle when she was given the appointment, for she had made no application. She is a graduate of the University of Pennsylvania school of anaesthesia, and the dean of physical education there is Dr. E. LeRoy Mercer, who is head of the committee to procure doctors and nurses for all the Olympic games. He knew of her ability, plus her outstanding record as a wartime Red Cross instructor in Seattle.

So, when Dr. Smith was chosen, Dr. Mercer immediately sent Mrs. Smith this wire: "How about the team of Smith & Smith?"

The fourth Seattleite to join the party is probably the most excited of all. He's about to "blow his top," with all the exuberance of youth. Russell Amick, 7-year-old son of Mr. and Mrs. Amick (and already a smooth skier, himself) will accompany his mother.

Mrs. Amick has gone into a huddle with the second-grade teacher at Laurelhurst School, so that Russell can keep up on his school work. The other two children, Hal, 4½, and Barbara, 2½, will stay here with their aunt, Mrs. Floyd Clement.

In the meantime, Mrs. Amick and Mrs. Faires are knitting like mad—sweaters, socks, etc.

"We're taking wool socks instead of nylons," said Mrs. Amick. "And long-handled you-know-what instead of frilly dresses," added Mrs. Faires, whose white bath wedding gown has been tucked away in the attic. Her wedding took place November 7 in Seattle.

"Two pairs of ski pants each,"

Skiers Will Dance to Aid Games Fund

Winter-sports fans are looking forward to the Washington State Olympic Ski Fund Dance November 28 at the Palladium ballroom. The party will be sponsored by the Pacific Northwest Ski Association.

The dance will be to raise funds to sponsor two Seattle members of the Olympic ski team, who will leave for Switzerland December 8. They are Mr. David Faires and Mr. Don Amick. Also with the team will be Dr. and Mrs. Edmund Smith, who will act as official physician and nurse.

Chairman of the dance is Mr. Gosta Eriksen and members of the committee include the Messrs. Scott Osborn, Melvin Sorensen, David Nurse, Seltek Ritter and Hans Gie.

Seattle ski clubs in the association include the Penguin Ski Club, the Mountaineers, the Huntoon Ski Club, the Seattle Ski Club, the Sno-Owls, the Washington Ski Club, the Husky Winter Sports Club, the 10th Mountain Division Alumni, The Chieftain Ski Club of Seattle College, the Washington Athletic Club and the Sahalie Ski Club.

Among those who plan to attend the dance are Mr. and Mrs. Otis F. Lamson, Jr., Mr. and Mrs. George Miller, Mr. and Mrs. Bob Withington, Mr. and Mrs. Ebb K. Schuele, Mr. and Mrs. Frank Haverberger, Mr. and Mrs. Harold D. Smith, Mr. and Mrs. Donald Heinz, Mr. and Mrs. Stanley Young.

continued Mrs. Amick. "And just one evening dress. That's for New Year's Eve on the ship. And I made a brown velvet skirt with a frill of lace around the bottom."

"Does it have the New Look?" asked Mrs. Faires.

"Mmm — it's the shin-length peasant-style the girls have always worn at Sun Valley in the winter," explained Mrs. Amick. "Last February, when we were in Sun Valley for the Olympic try-outs, I spent most of the time knitting a sweater for the trip—just in hopes I'd get to go."

Trip Carefully Planned

"We're trying to plan the whole trip in advance," said Mrs. Amick. "We know we'll have to carry our own luggage through France, because there are no red caps. And we're picking up our high-school French to use on the bus drivers, because the taxi problem sounds too difficult."

"And we're working on the budget," added Mrs. Amick. "You see, we're going independently. And we've heard it costs \$1.50 in some places to get a bath—the hot water fee, that is."

MRS. DON AMICK (left) and MRS. DAVID FAIRES
 OFF to the winter Olympics in Switzerland

The
**ROYAL
 FAMILY**
 of
ENGLAND
 uses
Spode

Known Throughout The World
 As The Royalty of Fine Dinner-
 ware! In Continuous Production
 nearly 200 years.

Russell's Established 1858
 1619 THIRD

Seattle Times, November 30, 1947

C. SKI SEASON OF 1947 - 1948

During the summer of 1947, the Milwaukee Road made improvements to the Ski Bowl, doing "an extensive summer clearing and grading program," where more than 50,000 skiers sped down the snow-covered slopes the prior winter. Three new rope tows were installed for the 1947 - 1948 ski season, for a total of eight tows.

MORE ROOM AT SKI BOWL

New Tows Will Reach Additional Area

By BOB TWISS

An extensive summer clearing and grading program now under way at the Milwaukee Road Ski Bowl, where more than 50,000 winter-sports fans sped down snow-covered slopes last winter, will provide varied terrain for beginning and experienced Times Ski School pupils next season.

In addition, Milwaukee Ski Lifts expects to complete by September 15 installation of new rope tows which will open a complete new ski area for veteran and intermediate runners high above the Ski Bowl's famed runs on its big hill.

The new tows will carry skiers 200 feet beyond the top of Rocky Point, which is at the 4,000-foot level, assuring snowflayers of good, dry snow during the entire Ski Bowl season.

Too, the ski toboggan which carried skiers and visitors from the foot of the main jumping hill to well above the jumpers' take-off hut, has been improved and reconditioned to carry capacity loads.

William Wallace, general passenger agent for the Milwaukee Road, pointed out the improvements and plans on a tour of the Ski Bowl last week with Keith Talley, representing the ski-lift company, and representatives of The Times.

"We'll have all this lower area cleared and graded for The Times Ski School classes by the time snow flies," Wallace said, indicating with a sweep of his hand what new terrain will be available to 1948 Ski Schoolers.

Wallace showed he hasn't forgotten how to handle a saw and logging gear, too, as he and Talley went to work with a two-man saw



WILLIAM WALLACE (left) and KEITH TALLEY
Ski officials learning to set hooks on giant log

on a giant cedar tree blocking a ski-tow lane.

Grading the area will provide all beginning Ski School pupils next winter with the best terrain possible for snowplows, stem turns and other maneuvers.

And the new ski runs sweeping down from Rocky Point together with the cleared beginners' area near the lodge, will offer a total

of 360 acres of ski area for snow-burners next winter.

"The tows will handle up to 7,700 skiers an hour," Wallace declared.

"So we're looking for the biggest season yet. And Times officials are looking for the biggest and best Ski School in history, too, with preliminary planning for the second postwar season already under way."

An article in the Seattle Times of August 15, 1947, showed Keith Talley of Milwaukee Ski Tows, Inc., the company that built and installed the Skiboggan and rope tows the previous season, and William Wallace, general passenger agent for Milwaukee Road, working to clear and grade the lower slopes to get them ready for the ski season. Wallace and Talley were shown using a two-man saw to cut down a giant cedar tree that was blocking a ski-tow lane, and setting hooks on the downed tree to haul it away.



—Times staff photo by George Carikonen.

WILLIAM WALLACE OF MILWAUKEE ROAD
Railroad official saws giant cedar tree at Ski Bowl

Seattle Times, August 15, 1947 (page 23)

That summer, Milwaukee Lifts, Inc. installed three new rope tows for the winter of 1948, which opened

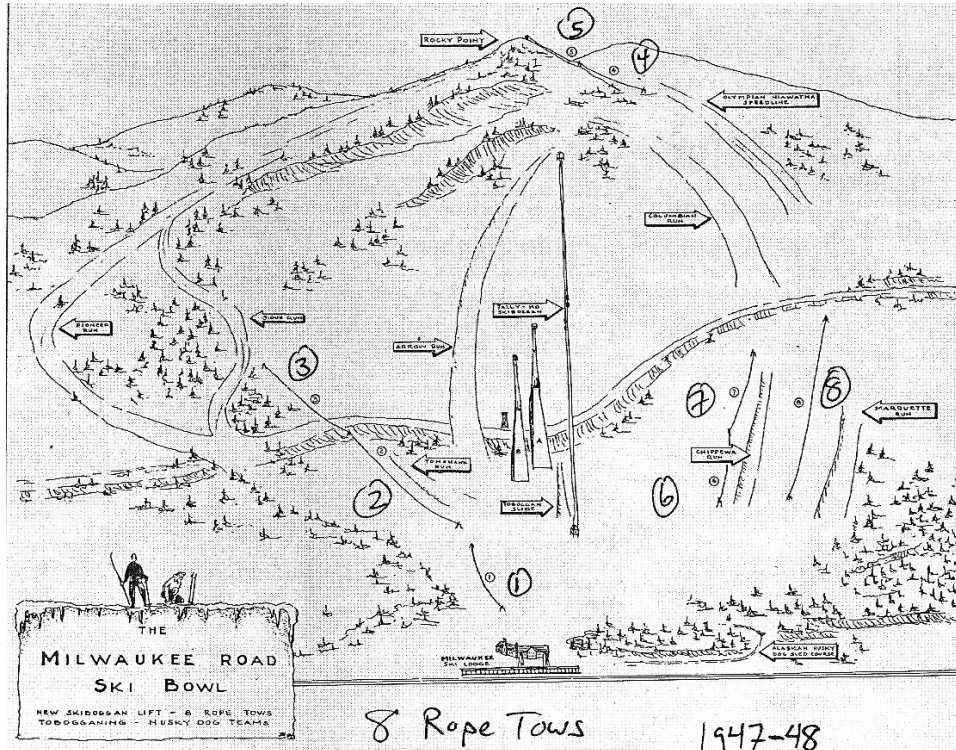
a complete new ski area for veteran and intermediate runners high above the Ski Bowl's famed runs on its big hill. The new tows will carry skiers 200 feet beyond the top of Rocky Point, which is at the 4,000 foot level, assuring snowflyers of good, dry snow during the entire Ski Bowl season...

Previously, skiers could only reach the top of Rocky Point by rope tow. The Skiboggan, which carried skiers from the foot of the main jumping hill to well above the jumpers' take-off hut, had been

improved and reconditioned to carry capacity loads...And the new ski runs sweeping down from Rocky Point together with the cleared beginners' area near the lodge, will offer a total of 300 acres of ski area for snow-burners next winter. The tows will handle up to 7,700 skiers an hour...so we're looking for the biggest season yet.⁴³⁵

The Ski Bowl had eight rope tows for the winter of 1948, in addition to the Ski Boggan, as shown by the following map. There was a new tow at the top of the mountain to take skiers past Rocky Point into the valley beyond, and one new rope tow that began behind the lodge and connected with the two rope tows from the prior that went beyond the old railroad grade east of the lodge. A third rope tow was added on the west side of the lodge where the J-Bar had been.

⁴³⁵ *More Room at Ski Bowl New Tows Will Reach Additional Area*, Seattle Times, August 15, 1947 (page 23).



Map of Ski Bowl in the winter of 1948 showing the eight rope tows. There is a new rope tow (#1) just above the lodge, and another new rope tow taking skiers behind Rocky Point at the top of the map.



Milwaukee lodge and new rope tow, winter 1948. Courtesy of the Milwaukee Road Historical Association.



Milwaukee Bowl rope tow, 1948. Courtesy of the Milwaukee Road Historical Association.



Milwaukee Bowl rope tow, 1948. Courtesy of the Milwaukee Road Historical Association.

For the winter of 1948, the Seattle Times extended its ski lessons beyond Seattle into King County, to reach 16 high schools. This expansion was made possible by additional clearing and grading at the Ski Bowl and the availability of more Pacific Northwest Ski Association instructors. The expansion was met with enthusiastic praise. Gretchen Kunick, captain of the U.S. Women's Olympic Games ski team, who said "skiing needs many more such programs in other parts of the country." To relieve congestion at Union Station caused by parents dropping their children off for lessons, the Seattle Transit System would accept skiers and their equipment on city busses on the weekend and holidays, so long as the points on their ski poles were ground off..⁴³⁶

In the fall of 1947, the Seattle Times ran a series of three articles about local ski areas, written by its ski reporter Bob Twiss, describing their expanded operations for the winter of 1948. The first was about Stevens Pass where "hard-working Don Adams installed a \$90,000 T-bar lift to haul skiers into the dry-snow areas below the protective barrier skirting the ski grounds." The T-bar lift, designed by Swiss engineer Ernst Constam, was the first of its type in the Cascades. It started at 4,100 feet, and would haul 500 skiers an hour to 5,200 feet elevation over 4,700 feet of track, tripling the skiable area at Stevens. The rope tows had been improved, and the State Highway Department cleared new parking spaces on both sides of the road. Overnight accommodations would be limited, although ski clubs completed a great deal of remodeling or building the prior summer.⁴³⁷

The second article discussed Snoqualmie Summit, where the main hill had been doubled in length, and an extensive land clearing program had opened "a vast new area" with a new tow installed

⁴³⁶ *All of King County in Times Ski School & A Step Forward, Ski School Plan Applauded*, Seattle Times, November 16, 1947 (page 43); *Ski School Helped by New Move*, Seattle Times, December 14, 1947 (page 45).

⁴³⁷ *Skiers Cheered by Many Improvements*, Seattle Times, October 26, 1947 (page 40).

high on Government Hill to take skiers to the Beaver Lake runs. Its slopes had bulldozed “to a new smoothness so a light snowfall will enable winter-sports enthusiasts to ski earlier in the season than ever before.” A new sledding area would be open for children, along with a bobsled course where a revolutionary one-man bobsled manufactured in Kirkland would be available, with two steep runs on hills away from the ski area. Seven tows would operate in the winter of 1948, three for beginners, one for intermediates, and three for advanced skiers. Night skiing would be available on Wednesdays under floodlights.⁴³⁸

The third article discussed a new ski area that was opening on Blewett Pass. Ski Lifts, Inc. planned to put in two rope tows at the Blewett Pass summit, near the Top of the Hill Lodge. The tows would be in operation by December 1947, and were expected to attract a large number of skiers from Eastern Washington.

There’ll be a new ski area available this winter for Washington State skiers who like the sunshine and dry, powder snow on the eastern slopes of the mountains. For Ski Lifts, Inc. has installed two rope tows at the summit of Blewett Pass in the heart of the dry-snow belt in the Wenatchee Mountains, 120 miles east of Seattle via the Snoqualmie Pass Highway. The runs available range for beginners’ slopes to steep hillsides which will please experts who can speed downhill at 45, 50, or 55 miles per hour. Blewett Pass will be kept open throughout the winter, since the main trucking route from the surrounding country follows the Snoqualmie-Blewett highways.

There’s a small inn called Top of the Hill Lodge where skiers will find food and shelter. Overnight accommodations, however, are limited in the area. The ski area is at the 4,100 foot mark at the pass. Webb Moffett, who heads Ski Lifts, Inc., plans to start operating the tow December 15, possibly sooner if the weather man cooperates. Blewett is expected to attract scores of East Side skiers who ordinarily ski at Stevens Pass. For the Eastern Washington residents are just as enthusiastic about the snowflying sport as West Side skiers, and they’re looking for more areas to accommodate the thousands of runners.⁴³⁹

⁴³⁸ *Longer Snoqualmie Hill Awaits Skiers* , Seattle Times, November 2, 1947 (page 47).

⁴³⁹ *Snowflyers to Find Many New Runs at Blewett Pass*, Seattle Times, November 9, 1947 (page 40).

According to ski historian Kirby Gilbert, this was the north face of the old Blewett Pass Summit, which is five miles west of the present Blewett Pass Summit. The Blewett Pass highway (highway 97), was relocated to the east in the 1950s, bypassing the old Blewett Pass Summit and going over Swauk Pass.⁴⁴⁰

This fulfilled the plan that Ski Lifts, Inc. made in 1937, to install a rope tow at Blewett Pass. The company bought property there and signed a contract with the Top-of-the-Hill Lodge to operate a lift through their property, although the lift was not put in.⁴⁴¹ According to Kirby Gilbert, the Ellensburg Ski Club put in a Swedish portable tow at the old Blewett Pass around late 1939, although it was never much of an operation. The Washington Trails Association website says the old Blewett Pass highway had a rope tow ski lift in the 1930s, and the website, Lost Ski Areas of Washington indicates the Blewett Pass ski area, located 34 miles north of Ellensburg and 27 miles from Cle Elum, had a rope tow and warming hut, but gives no date for the services.⁴⁴² According to Gilbert, the ski area there was a limited operation and did not last beyond a season or two.

In early March 1948, the Milwaukee Ski Bowl was the site of the National Jumping Championships. The winner received the Torger Tokle Memorial Trophy, which was the “most

⁴⁴⁰ In the 1950s, the Blewett Pass highway was relocated to run over Swauk Pass, in order to eliminate the narrow, steep road with sharp switchbacks over the old Blewett Pass summit. The new road was five miles longer than the old route, and 400 feet higher at its summit, but maintained a 5% grade and followed a long sweeping curve to provide a high-speed two lane road that became four lanes at the summit. Even though the new road went over Swauk Pass, travelers continued to call it the Blewett Pass highway. In the late 1990s, the highway department gave into years of tradition and Swauk Pass was renamed Blewett Pass. *Relocation of Blewett Pass Road Pushed*, Ellensburg Daily Record, October 8, 1953; *Old Blewett Pass Highway*, WTA.org.

⁴⁴¹ In August 1937, Ski Lifts, Inc. bought 85 acres of land on the old Blewett Pass for \$170 from the Northern Pacific Railway Company, “for ski runways.” Most of the land had been burned over “and can be cleared without much expense.” In August 1937, a contract was signed between the Simons family (owners of Top-of-the-Hill lodge) and Ski Lifts, Inc, in which the company obtained the right to erect a ski tow across the Simon’s property and operate the lift for ten years. Moffett family Ski Lifts, Inc. file.

⁴⁴² *Old Blewett Pass Highway*, WTA.org; *Lost Ski Areas of Washington*, Hyak.net/lost/lostski.html.

coveted ski trophy in the nation,” given by the Norway Ski Club of New York to the National Ski Association. It was 39 inches high, carved in sterling silver and valued at \$1,200. The event, which was postponed one day because of one of the worst snowstorms of the winter, was viewed by 5,000 spectators. Arne Ulland, “a visiting Norwegian flyer, who makes ski jumping look so easy, topped one of the best fields of American skiing” to win the National Championship with a 280 foot jump.⁴⁴³



John Woodward, “one of the all-time ski greats in the Pacific Northwest,” was hired to head the racing section of the 1948 - 1949 Seattle Times Ski School , which was again headed by Ken Styverson.

⁴⁴³ *Ski Jumpers Go After Tokle Trophy Tomorrow*, Seattle Times, March 6 (page 6); *Weather Postpones National Ski Jump*, March 8 (page 20); *Ulland Tops Crack Field to Take Class A Ski Title*, Seattle Times, March 9, 1948 (page 18).

Woodward, a veteran of mountain warfare during the Second World War with the far-famed Tenth Mountain Division in Italy, will be in charge of all racing activities for the seventh edition of the school, which will get under way January 8. Woodward is one of the really outstanding ski instructors in the United States...His addition to our already experienced group of instructors means even better ski teaching in our school.

Woodward was the Pacific Coast Intercollegiate three-way champion in 1937; top-ranking Far West 1935 Olympic Games tryouts competitor; Star Pacific Northwestern Ski Association competitor 1935 - 1940; Lt. Colonel in the Tenth Mountain Division in charge of all ski training and mountain-climbing operations, who won the Bronze Star and Oak Leaf Cluster for heroism in Italy. The Times racing program would feature plenty of high-speed work under Woodward's expert tutelage on the Milwaukee Road's famed High Speed Lane.⁴⁴⁴



JOHNNY WOODWARD (left) AND KEN SYVERSON
Ski teachers talked over plans for 1950 Times Ski School
Seattle Times, November 27, 1940 (page 42)

⁴⁴⁴ *Woodward Joins Times Ski Staff, Expert Will be Head of Racing in 1949 School*, Seattle Times, November 28, 1948 (page 22).

The big skiing story of 1948 was the winter Olympic games in St. Moritz, Switzerland, the first held since 1936. This was the first winter games that featured a full array of alpine events, although a few alpine events were held in the 1936 Olympics. A full slate of three men's and three women's events were held. The U.S. ski team was coached by Walter Prager. Otto Lang, who covered the 1948 Olympics as a special correspondent for the Seattle P.I., described the U.S. team.

The United States had a very competitive squad of athletes. Foremost among these was Gretchen Fraser, nee Kunigk, who had learned to ski at my school at Mount Rainier. Now a resident of Sun Valley, along with her husband Don, also a renowned racer, Gretchen was touted by the American press as a dark horse and potential threat to the elite European women skiers in downhill and slalom, as was the up-and-coming Andrea Mead, the youngest member of the Olympic squad. Art Devlin from Lake Placid, New York, a stylish internationally acclaimed ski jumper, and courageous Gordon Wren from Steamboat Springs, Colorado, headed the jumping team.

The U.S. men failed to live up to the country's hopes and did not win a medal. Lang said, "technically American racers were virtually equal to their opponents, but they lack in experience and cunning of frequent big-time competitions and also need to master the art of 'waxing.'"⁴⁴⁵

Tacoma native Gretchen Kunigk Fraser (then living in Vancouver, Washington) was the "unexpected heroine" of the games, winning a gold medal in the slalom, and a silver in the Alpine Combined, narrowly losing to Trude Beiser of Austria by 37/100 of a point. Lang said "little Gretchen is toast of American skiers and cheered by them whenever they gather in St. Moritz tonight" Fraser was married to Don Fraser who was a member of the 1936 and 1940 Olympic teams. She had been a member of the 1940 Olympic team, but the games were cancelled due to World War II. During the war, Gretchen skied in Otto Lang's military training films and helped rehabilitate wounded and disabled veterans through skiing. U. S. Gold medals in 1948 were also won by 18 year

⁴⁴⁵ Lang, *A Bird of Passage*, pages 269, 271.

old Dick Button in figure skating, and the men's four-man bobsleigh team. Norway's Birger Ruud, who had lived and competed in the northwest in the late 1930s, won the silver medal in jumping, to go with his gold medals in the 1932 and 1936 games. Ruud was the coach of the Norwegian team, but decided to compete after arriving in St. Moritz. U.S. Jumper Gordon Wren kept up with Ruud's length of jumps but could not match his "impeccable style in the air," and finished fifth. Fifteen year old Andrea Mead was three seconds ahead of the field at mid-course in the downhill, but took a bad fall and did not finish, although she came back to win gold medals in slalom and giant slalom events in the 1952 Olympics at age 19.⁴⁴⁶

Seattle area skiers took advantage of the Olympic games to speak up for development of ski lifts on Mount Rainier. The steam-heated funicular at Davos, Switzerland, took skiers to the top of the mountain in 20 minutes, where there was a wide choice of downhill runs. Don Amick, a downhiller from Seattle who went to Europe with the men's Olympic team, lobbied for a funicular to be built on Mount Rainier after visiting Davos. "People interested in Mount Rainier should see Davos to realize that a funicular doesn't have to mar the landscape...A sports railway to Muir would be a gold mine for skiers, but also in summer for hikers and sight-seers. But Mount Rainier only has rope tows." Dr. Eugene Smith, a Seattle based physician for the Olympic team, said a funicular would develop the sport and bring in flocks of tourists. "The Department of Interior and the Forest Service should loosen up and help put over the idea. Our district needs high-altitude skiing and the only way it's possible is to build a funicular." Gretchen Fraser agreed, saying, "Oh, Lordy, don't get

⁴⁴⁶ *Gretchen Fraser Second in Skiing, U.S. Star Misses Title by Fraction*, Seattle Times, February 4, 1948 (page 22); Lang, *A Bird of Passage*, pages 271, 272; *1948 Winter Olympics*, en.wikipedia.org/wiki/1948_Winter_Olympics#Alpine_Skiing; *Gretchen Fraser*, en.wikipedia.org/wiki/Gretchen_Fraser.

me started on that subject. I'd be talking all day."⁴⁴⁷

D. SKI SEASON OF 1948 - 1949

The Milwaukee Road improved its Ski Bowl for the 1948 - 1949 season. Special railroad crews worked overtime for two months at the Ski Bowl in the late summer of 1948, to brush and grade the new areas for beginning, intermediate and advanced skiers, as many new skiable acres were added to its runs. A teaching area to the left of the water towers and High Speed Lane was prepared for Ken Syverson's classes. An area to the right of the Skiboggan base was graded so intermediate and advanced had additional runs. A racing trail was prepared from the top of the Skiboggan, over the top of Olympic Hill, and over the old railroad grade to the foot of High Speed Lane. Skiers could find "plenty of newly smoothed terrain." Milwaukee Road planned to "face-lift" the Bowl each summer "until enough area is cleared to assure beginning, intermediate, advanced and racing flyers of runs of their choice." Plans were already being made for the summer of 1949, for further improvements to include new tows to carry experts to the top of Olympic Point "for a thrilling run back to the lodge." Four trains would bring skiers to the Times ski lessons, three from Seattle and one from Tacoma. Milwaukee Road ads promoted skiing at the Ski Bowl.

Again a brilliant new season of snow sport thrills at your favorite winter playground - reached swiftly, smoothly, safely, by Milwaukee Road Snow Trains!. A skier's Paradise - eight rope tows, two 32-passenger Skiboggens serve every sporting run in the fast Ski Bowl area. Controlled skiing taught by crack instructors. Waxing rooms, ski rentals, and all-day meal and snack service in the Big Alpine Lodge. Breakfast at home - enjoy a full day of snow sports - then home in time for dinner. Note very low round-trip fares.

Round trip fares for students were \$1.39 and \$1.77 for adults: "No highway worries when we ride the Snow Trains! Off after breakfast - lunch at the Lodge - home for dinner after a full day of grand Ski

⁴⁴⁷ *Seattle Skiers in Europe Ask Mt. Rainier Funicular*, Seattle Times, January 3, 1948 (page 6).

sport in our favorite winter playground!”⁴⁴⁸

The Milwaukee Magazine of February 1949, had a picture on its cover showing a group of women waving from the ski train, and an article, *The Snow Trains are Rolling Again*, which described the season’s opening day of the ski bowl, January 8, 1949. The Ski Bowl had undergone a face lift the previous summer, with additional acreage cleared for skiing. The Milwaukee Ski Lifts, Inc. had carefully planned and prepared the eight rope tows in the summer, which worked perfectly. “Among the various lifts is the famous ‘skiboggan,’ which is capable of carrying 32 passengers.” Four ski trains took 2,500 ski enthusiasts from Union Station in Seattle and Milwaukee Station in Tacoma to the Ski Bowl. The Seattle Times Ski School, co-sponsored by the Seattle PTA, was ready for its students, and was “the largest of its kind in the world.” Attendance was up 30% over opening day of 1948. The Ski Bowl’s jumping hills where two tournaments would be held.⁴⁴⁹

⁴⁴⁸ *Ski Paradise*, Seattle Times, January 2, 1949 (page 30); *Snow Train*, Seattle Times, January 5, 1949 (page 23); *Snow Train*, Seattle Times, February 9, 1949 (page 25).

⁴⁴⁹ *The Snow Trains are Rolling Again*, The Milwaukee Magazine, February 1949, pages 4, 5.

The third weekend of January 1949, was Lincoln Day at the Ski Bowl. A queen would be selected by Lynx skiers on the snow train going up to the ski area, with queen-crowning ceremonies to be held at the bowl. Pupils in the ski racing class would get two free rides on the High Speed Tow, so the instructors would be able to step up the tempo of the classes. The ski school's five slalom races would start that weekend, the direction of Johnny Woodward, the former UW ski coach who headed the school's racing section. Advanced and racing classes could enter, and the Times would present gold and silver medals to the winners.⁴⁵⁰

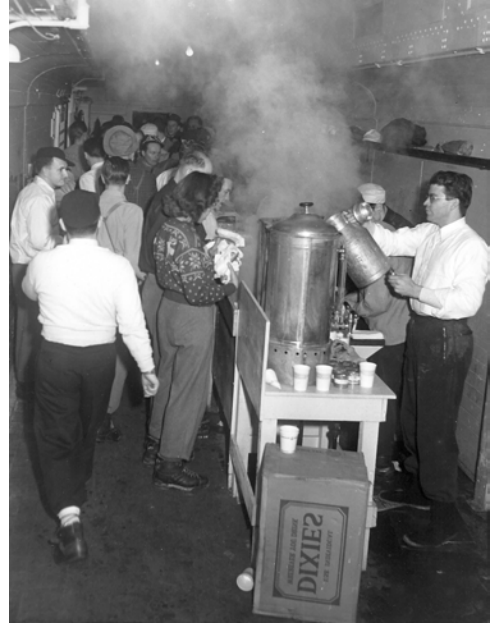
In February 1949, the Ski Bowl hosted the Pacific Northwestern Ski Association jumping tournament, followed by another jumping contest at Leavenworth. Sverre Kongsgaard, the high-flying Norwegian ski ace enrolled at the University of Idaho, soared to a North American distance record of 290 feet on the Ski Bowl's Olympic Hill, beating Torger Tokle's 288 foot record set in 1941 at Iron Mountain Michigan. Sverre had jumped 294 feet in 1947, at the Ski Bowl, but that mark was unofficial since he was jumping in an exhibition. However, the tournament at the Ski Bowl was won on form points by George Thrane, an exchange student at Washington State University, with Kongsgaard finishing third in the competition. "Thrane spent three seconds with the angels," according to the Seattle Times. Thrane was a sensation in Norway in 1947, when he won "just about every meet in sight." Just before the 1948 Olympics, Thrane was replaced on the Norwegian team by Petter Hugsted who won the gold medal. Thrane got his revenge by beating Hugsted at the Ski Bowl. The annual high school four-way All-City Ski Meet was also held at the Ski Bowl in March, 1949.⁴⁵¹

⁴⁵⁰ *It's Lincoln Day at Ski Bowl Saturday*, Seattle Times, January 20, 1949 (page 19).

⁴⁵¹ *Milwaukee Crews Clear Large Areas*, Seattle Times, December 20, 1948 (page 18); *Olympians Leap Today at Big Ski Bowl Event*, Seattle Times, January 30, 1949 (page 32); *Three Seconds With Angels - Ski Jumpers Soar into Space*, & *Kongsgaard Clan Finally Leaps to Ski-Jump Record*, Seattle Times, January 31, 1949, (page 15); & *West Seattle Skiers Lead All-City Meet*, Seattle Times, March 20, 1949 (page 62); *The Cloudbusters are*



Milwaukee Ski Bowl Lodge. Courtesy of Walter Page.



Milwaukee Bowl Lodge, - kitchen.
Photo courtesy of Walter Page.



Ski room on first floor. Courtesy of Walter Page.



Milwaukee Bowl Lodge - dining room.
Photo courtesy of Walter Page.



Milwaukee Bowl Lodge,- dining room.
Photo courtesy of Walter Page.

E. SKI SEASON OF 1949 - 1950: SKI BOWL BURNS DOWN IN DEC. 1949

The Milwaukee Road spent \$25-30,000 improving the Ski Bowl for the ski season of 1949 - 1950. On August 28, 1949, the Times published pictures of giant bulldozers working on the ski hill. Stumps were removed with 15 sticks of dynamite (although larger ones required a double dose), and small stumps were scooped out by bulldozers.

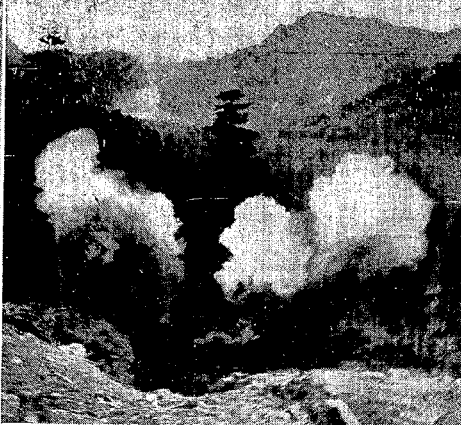
And what a face-lifting the Ski Bowl has had for the Ski School Season! Giant bulldozers have worked on Ski Bowl runs since early summer, improving beginning and intermediate areas and preparing a new run for advanced and racing-class skiers. The newly developed run, to the far right of the Ski Bowl, winds down from well above the old railroad grade. And a new tow has been installed by Milwaukee Ski Lifts to provide speedy uphill transportation for young runners. Too, a trail has been cut from the tip of the Skiboggan Lift so skiers can swing down to the new run from the Skiboggan.

The Ski Bowl has been developed as a ski resort for skiers of all abilities...We have slopes for beginning, intermediate, advanced and racing flyers the equal of any in the Cascades.⁴⁵²

⁴⁵² *Improving Ski Bowl*, Seattle Times, August 28, 1949 (page 22); *Milwaukee Bowl Has Face Lifted for 8th Season*, Seattle Times, November 6, 1949 (page 46).



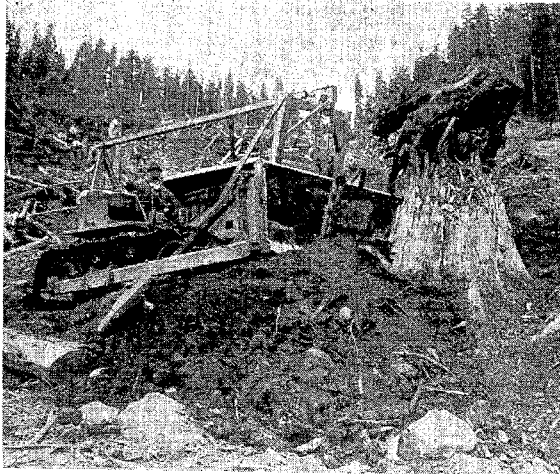
IMPROVING SKI BOWL: The Milwaukee Road is busy making improvements at its Ski Bowl. Above, Peter Birchall, section foreman, in charge of blasting, and Arthur Raymond (with shovel) place dynamite to blast a stump. Most stumps need 15 sticks of dynamite, but larger ones require a double dose. Small stumps are scooped out by a bulldozer without blasting.



BANG! BOOM! Shattered wood, powdered earth and billowing smoke mark the blasting of a large stump.

Aussies Keep Davis Cup Net Hopes Alive

By OSCAR FRALEY
United Press Sports Writer
FOREST HILLS, N. Y.,
Aug. 27. — Veteran John Bromwich and little Billy Sitwell, turning the tennis clock back ten years, kept alive Australia's Davis Cup hopes today when they stormed back to win a bitter five-set victory over Bill Talbert and Gardnar Mulloy, 3-6, 4-6, 10-8, 9-7, 9-7.
It was a gallant doubles victory, although it still left the jads



R-R-RIP! Bob Tennant, bulldozer operator, gouges out a stump without the use of dynamite.

N. W. Midget Title Race Due Tuesday

The Northwest midget automobile championship race, a 100-lap event, will be held in the Aurora Stadium Tuesday night, it was announced yesterday by the Washington Midget Racing Association.

For the first time in the championship several Offenhausen midgets will compete. They will be driven by Shorty Templiner, Frank McGowan, Bob Gregg, Gordy Livingston, Louie Youngstrom, Gordy Youngstrom and Bob Harris.

Besides the title race, the program will include a regular triphy dash and heat races. Tim trials will start at 7 o'clock and racing at 8. The card will close out the midget season in Seattle.

You are in advance

Seattle Times, August 28, 1949 (page 22)

The Seattle Ski Club was considering asking for the national jumping championships to be held at the Milwaukee Ski Bowl for 1951, in conjunction with Seattle's centennial celebration. The club expected a fight as Eastern ski clubs think too many title events have been held in the Far West the past couple of years.⁴⁵³

The Seattle Times would offer its free ski school at the Milwaukee Bowl in the winter of 1950, and for the second year, the lessons were open to college students.

University of Washington and Seattle Pacific students learned the fundamentals of controlled skiing in special classes last season and the sessions were so popular the Ski School will

⁴⁵³ *Ski Meet to Plan '50 Race Schedule*, Seattle Times October 9, 1949 (page 47).

repeat them. The eighth annual Ski School will open at Milwaukee Road Ski Bowl, with free ski instructions available for Seattle and King County high school students and university skiers.

The president of the University Winter Sports Club said that a “flock of our skiers” would be taking the lessons in controlled skiing. Ski schoolers would learn the All-American system developed by Ken Syverson for use in the deep, heavy snows of the high Cascades. Fares on the ski trains were \$1.39 for students and \$1.77 for adults.⁴⁵⁴



Seattle Times, February 9, 1950 (page 27)

It has been said that Ski Acres opened on Snoqualmie Pass in 1948, although an article in the Seattle Times indicates it opened in December 1949, for the winter of 1949-1950. It was located three-quarters of a mile east of the Summit and featured the first chair lift on the Pass and two rope tows. It was operated by Don Deering and Ray Tanner on 350 acres of land that Tanner

had purchased from Northern Pacific Railroad. The Seattle Post Intelligencer offered ski lessons at Ski Acres, in competition with the Seattle Times ski lessons that had been offered at the Milwaukee Ski Bowl since 1938. Tanner said when the area first opened, they were fortunate to have 200 to 300 people skiing there, although the ski school on weekends drew between 1,200 to 1,400 skiers. During the first weekend of February 1950, there were 3,275 skiers at Snoqualmie Summit, 1,375 at Stevens Pass, and 600 at Ski Acres. Osborn & Ulland opened a rental service at Ski Acres, to go with the ones it

⁴⁵⁴ *Instruction Will Begin January 7*, Seattle Times, December 11, 1949 (page 45); *30 Instructors To Teach Under Ken Syverson*, Seattle Times, November 13, 1949 (page 36); *Snow Train*, Seattle Times, anuary 5, 1949 (page 23).

ran at Snoqualmie Pass and Stevens Pass. The 1950 Northwest Intercollegiate Ski Union Championships were held at Ski Acres and Snoqualmie Summit in March 1950, with 12 colleges competing with six man teams in the four way meet. Slalom and giant slalom races were held at Ski Acres, and Snoqualmie Summit hosted the cross-country and jumping events.⁴⁵⁵

On November 30, 1949, the Seattle P.I. published a map of the main Washington ski areas, called A Ski-Logue, saying “there are many splendid ski areas n the Pacific Northwest.” The map shows Stevens Pass, Ski Acres, Mt. Baker, Snoqualmie Pass Ski Area, Leavenworth Ski Terrain, Chinook Pass Ski Area, Cayuse Pass, Tipsoo Lake Area, American River Ski Area, Blewett Pass, Deer Park on the Olympic Peninsula, Spirit Lake at Mt. St. Helens, and Toll Gate Ski Area in Southwest Washington. The accompanying article promoted Ski Acres and the P.I. Ski School there.

A ski terrain that is increasing rapidly in popularity is Ski Acres which is only three-quarters of a mile east of Snoqualmie Pass. It is here that the Post-Intelligencer and the Parent-Teacher’s Association are co-sponsoring a ski school which will be held each Saturday during the season under the skilled instruction of Bob Albouy, a famous ski teacher. The children are taken to the area in Greyhound buses. The terrain is equipped with a chair lift, one-half mile in length that is supplemented by tow rope tows. This excellent terrain is operated by Don Deering and Ray Tanner. It is only 50 miles from Seattle and has an area of 300 acres. It is open to the public on week-ends, Sundays and holidays.

The Milwaukee Ski Bowl is not mentioned or included on the map, perhaps as a result of the P.I.’s competition with the Seattle Times over their efforts to promote skiing. The Seattle Post Intelligencer sponsored the Silver Skis Race on Mount Rainier from 1934 on. The Seattle Times provided free ski lessons at the Ski Bowl since it opened in the winter of 1938. Perhaps this was the P.I.’s way of trying to get the public to ignore the Ski Bowl and the Times ski lessons with which the P.I. would be

⁴⁵⁵ *Ski Acres, New Resort, Opens at Snoqualmie*, Seattle Times, December 28, 1949 (page 18); Prater, *Snoqualmie Pass, from Indian Trail to Interstate*, page 138 - 139; *Heavy Snow Caused Increase in Injuries to Skiers*, Seattle Times February 6, 1950 (page 7); *UBC, WSC, Rated High in Ski Union Title Meet*, Seattle Times March 17, 1950 (page 27).

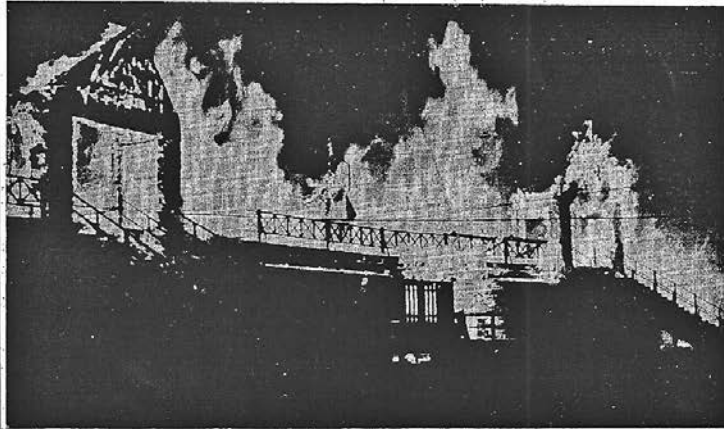
competing. When Ski Acres opened, the Times only briefly mentioned the event in an article appearing in its sports pages. One of the only other mentions of Ski Acres in the Times in 1950 was in a picture of a bus carrying skiers to the Post Intelligencer Ski School that had slid off the road.⁴⁵⁶

All of the improvements to the Milwaukee Ski Bowl hill in the summer and fall of 1949, came to naught. On December 2, 1949, tragedy struck as the Milwaukee Ski Bowl Lodge caught fire and burned to the ground, in a \$180,000 fire. The Seattle Times said, *Fire Razes Ski Bowl Lodge; Loss \$180,000; Two Story Structure Burns Fast*. The lodge was being readied for the upcoming ski season when the fire started in the recreation room “of the large rambling, Alpine-style frame structure” at 1:45 am, and spread rapidly. Two painters redecorating the lodge and keeping the lodge’s steam heating plant in operation, reported things were fine when they left at 9:00 pm. Calls for fire-fighting equipment went out to North Bend, Ellensburg, Cle Elum, Yakima, and Seattle, but the structure was a roaring inferno by the time they arrived. All that remained the next day were chimneys of the lodge’s kitchen, main lobby fire place, and heating plant. Milwaukee Road crews used dynamite to destroy the chimneys and half of the 400-foot passenger-loading platform as a safety precaution.. The facility was located 62 miles from Seattle, and contained a cafeteria, large recreation room, rest rooms, skiing-equipment shop. Ski Patrol office, first-aid station, ski instructors’ quarters and other facilities. Milwaukee Road officials were conferring to determine what facilities could be made ready for the ski school that enrolls 3,000 students yearly. The Railroad had spent \$25 - 30,000 in the summer to prepare a new ski run and cut new trails to make the area the "best all around ski center in the state." Officials were stunned by the loss of the lodge. The Times had two pictures, one of the ski lodge in flames, saying “doomed to destruction,” and another of the lodge’s chimney, the

⁴⁵⁶ *Ski Bus in Ditch*, Seattle Times, January 29, 1950 (page 13).

only left standing after the fire destroyed the lodge. 457

FIRE RAZES SKI BOWL LODGE; LOSS \$180,000



Two-Story Structure Burns Fast

The lodge at the Milwaukee Road Ski Bowl near Snoqualmie Pass was destroyed by fire early this morning. The loss was estimated at \$180,000 by L. K. Sorenson, general manager here for the Milwaukee Road.

The fire started about 1:45 a'clock, apparently originating in the recreation room of the large, rambling, Algonquian-type frame structure.

Sorenson said two painters, who had been redecorating the lodge, reported everything was all right when they left the building about 9 o'clock last night. The painters were working the lodge's steam-heating plant in operation.

FLAMES IN THE NIGHT: Doomed to destruction, the Milwaukee Road's Algonquian-style ski lodge in the Milwaukee Ski Bowl near Snoqualmie Pass burned furiously early today. The blaze was at its height when this photograph was taken. The porch on the side of the lodge facing the ski jump and racing courses can be seen clearly, as well as the lodge's two stairways, down which the fire spread rapidly. The fire started about 1:45 o'clock and soon was out of control.

Calls for fire-fighting equipment were sent to North Bend, Cle Elum, Enumerberg, Yadda and Seattle. In a short time the flames were beyond control and the wooden structure was a roaring inferno.

Two Milwaukee Road trains, the westbound Hiawatha and the westbound Columbia, were halted several minutes by the fire. When it was determined that the blaze did not endanger trains which carry power for the trains, they proceeded. The first train is about a quarter of a mile from the lodge.

The two-story lodge was being readied for the opening of the ski season January 7. The eighth-annual Seattle Times Ski School is scheduled to open in the Ski Bowl on that date.



Other Facilities Sought
 Sorenson was to confer by telephone with Milwaukee Road officials in Chicago today to determine what facilities could be made ready for the ski school, which annually enrolls up to 1,000 young Seattle skiers.

The blaze was discovered by John F. Olson, section foreman at Ingot.

Olson said he used dynamite to save approximately half of the Milwaukee Road's 425-foot passenger-loading platform.

All that remained standing this forenoon were chimneys of the lodge's kitchen, main lobby fire place and heating plant, which section crews dynamited as a safety precaution.

It was snowing hard at the lodge today.

The Ski Bowl is on the eastern slope of the Cascade Mountains, 62 rail miles from Seattle. The lodge, built in 1937, contained a cafeteria, large recreation room, rest room, sliding equipment shop, Ski Patrol office, first-aid station, ski instructors' quarters and other facilities.

LOVE SURVIVOR: This fireplace, in front of which thousands of young ski enthusiasts once warmed themselves at the Milwaukee Road Ski Bowl, virtually was all that remained of the big, two-story lodge this forenoon after an early-morning fire.—Times staff photo by Howard J. Vallentyne.

457 Fire Razes Ski Bowl Lodge; Loss \$180,000; Two Story Structure Burns Fast Fire Razes Ski Bowl Lodge; Loss \$180,000; Two Story Structure Burns Fast, Seattle Times, December 2, 1949 (page 1); New Ski Lodge Facilities Studied, Seattle Times, December 3, 1949 (page 11).

The Milwaukee Road quickly announced a temporary solution for running the Bowl for the winter of 1950, so the Time's Ski School could open on time for the upcoming ski season. On December 7, 1949, the Milwaukee Road announced it would operate the Ski Bowl despite the loss of the lodge. Temporary facilities would be built at or near the site of the old lodge, and a spur track to the lodge site for kitchen and dining cars. A ski train will be used as a "warming hut." All ski tows, "including the popular skiboggan," will be in operation by opening day, January 7, 1950. The Times said, "Young Skiers Happy," and concluded that the railroad contemplated the permanent operation of the Ski Bowl and the construction of a modern lodge to replace the one destroyed by fire, after spending "a large sum on extensive improvement of the Ski Bowl area" the prior summer. A temporary building would be built for use as rest rooms, first aid and by the ski patrol. A new spur line would be built on which several train cars could be located to be used as a kitchen and a warming hut. There would be space for 200 skiers who would be taking Times ski lessons. Work on the temporary facilities began on December 7, 1949.⁴⁵⁸

On January 6, 1950, the Seattle Times praised the Milwaukee Road's actions to keep the area operating, saying, *Community Grateful for Such Real Service*.

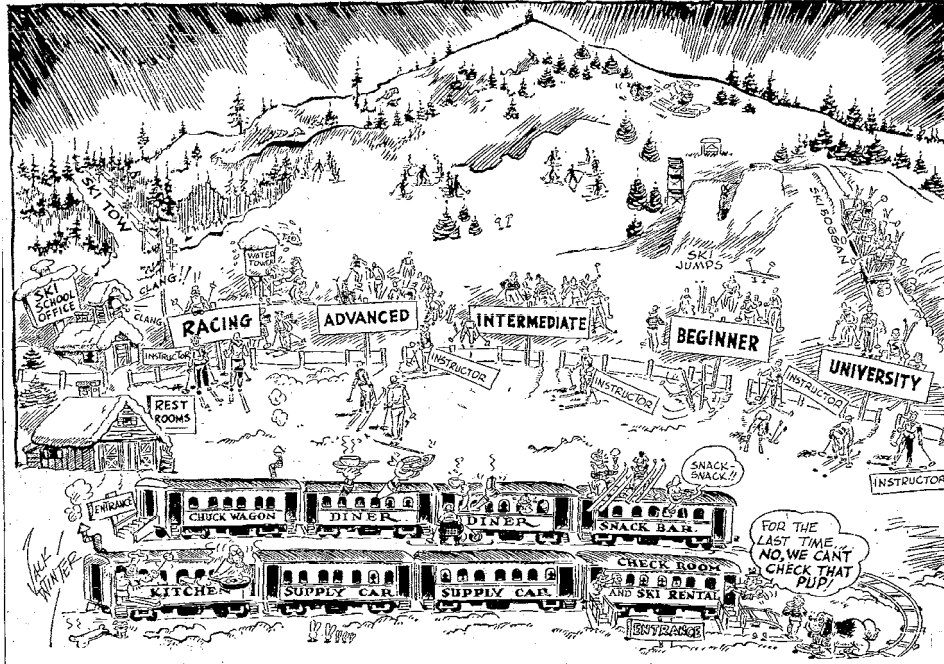
On December 2, the railroad's \$180,000 lodge at the Ski Bowl near Lake Keechelus burned to the ground. Recognizing the responsibility to continue to provide safe transportation to one of the state's best all-around ski areas, ..officials of that railroad promptly announced plans for temporary facilities to accommodate the hundreds of young ski enthusiasts of Seattle and King County who had planned to attend The Times Ski School ...

The burning of the Milwaukee Road's lodge at the Ski Bowl last month would have interrupted the ski school this season if the railroad had not decided immediately to provide temporary facilities to replace it. The railroad has built two spur tracks into the bowl area on which have been stationed ten railway cars converted for use as dining, kitchen, checking and

⁴⁵⁸ *Classes Will Start at Ski Bowl January 7 Despite Burned Lodge*, Seattle Times, December 7, 1949 (page 1); *Work Started for Ski Bowl*, Seattle Times December 8, 1949 (page 26).

ski-rental rooms and first-aid quarters. One ski train will be held at the main line to serve as a warming hut for young skiers. In helping thus to assure another season of safer skiing for the collegiate and high school skiers of Seattle and King County, the Milwaukee and its officials have earned again the appreciation and gratitude of this community.

THIS WAY TO THE SKI SCHOOL --:-- --:-- By Jack Winter



The Seattle Times

SECOND
SECTION
SPORTS

'LODGE' ON RAILS

Ski School to Be Housed in Cars

Seattle Times, January 1, 1950 (page 9).

The Milwaukee Magazine of February 1950, had a picture of Milwaukee Ski Bowl Queen Marcella Koshak of the Ski Bowl standing in front of the lodge on its cover, with an article describing the 1950 operations after the fire. The Ski Bowl opened on January 7, 1950, to a crowd of 2,400 “wildly enthusiastic young skiers, despite the fact that the large Ski Bowl Lodge had been completely destroyed by fire in December.” In response to interest from the Seattle Times and the Seattle PTA, the Milwaukee Road resumed operations which were “back near normal.”

Parallel spur tracks have been laid for eight cars, housing a kitchen, cafeteria, snack bar, eating space, housing of permanent personnel, check room, ski rental space, and a car for the public address system. In addition, one temporary building has been erected for sanitary facilities

and a first-aid room. The skiers find that the temporary setup may not be as handsome as the lodge, but everything they need is there.

The main problem facing the Ski Bowl in the winter of 1950, was too much snow. “Record-breaking snowstorms which even brought the unfamiliar sight of heavy snow into Seattle itself, laid a white mattress more than 10 feet thick over the Bowl...and kept skiers at home a few weekends.” The Ski Bowl was looking for one of its most successful years.⁴⁵⁹

Skiing activities continued through the winter of 1950, using the temporary facilities installed by the Milwaukee Road. The Times Ski Lessons taught its usual number of students the fundamentals of controlled skiing, under the supervision of Ken Syverson and 30 instructors. The All-City downhill and slalom races were held in early March 1950 at the Ski Bowl. “Maestro Ken Syverson’s corps of 30 instructors centered action on racing techniques by having their pupils run through slalom gates to give those inexperienced in racing a chance to gain confidence for the coming tournament.” The Seattle Ski Club’s jumping tournament at the Ski Bowl attracted an outstanding field of Class A, B, and Senior skybusters, including experts as Gustav Raam, Gunner Sunde, Reigar and Olav Ulland, Kjell Stordalen and others, who “will match distances off towering Olympian Hill, famed Ski Bowl jumping slope.” The Norwegians still dominated the sport of ski jumping.⁴⁶⁰

In February 1950, Art Devlin of Lake Placid, N.Y. set a new American distance record at Steamboat Springs, Colorado of 307 feet, becoming the new National Jumping Champion. He broke the old record of 297 feet set the prior year by Joe Perault at Iron Mountain, Mich. “Ski-jumping

⁴⁵⁹ *Queen Marcella of the Milwaukee Road Ski Bowl*, The Milwaukee Magazine, February 1950 (page 5).

⁴⁶⁰ *Times Ski Schoolers Have Busy Day at Ski Bowl, & Jumps at Ski Bowl Top Today’s Ski Program*, Seattle Times, March 5, 1950 (pages 59 & 60).

records toppled like tenpins” as new Class B and Class C records were also set.⁴⁶¹

However, in spite of the optimism expressed after the fire burned down the Ski Bowl Lodge, the Milwaukee Road in September 1950 announced that it would not reopen the Ski Bowl.

The Seattle Times of September 13, 1950, published a letter from John P. Kiley, Milwaukee Road president, written to the Times explaining their decision.

We have been very proud of the fact that the Milwaukee Road Ski Bowl has become an integral part of life in Seattle, Tacoma and a dozen or more other communities. Our company had put a lot of time, money and energy into the building and operation of the Ski Bowl...In return, we have enjoyed the active support from your newspaper with its popular Ski School [and many others in the community] We have decided to suspend operation of the Milwaukee Road Ski Bowl at Hyak. Our directors have concluded that we cannot justifiably continue in this operation...

To replace [the lodge and trainshed destroyed by fire on December 2, 1949] would cost about \$125,000. Our engineers estimate that to build less elaborate but adequate facilities will cost at least \$75,000. Unless we provide these new facilities, there is always the risk, anytime during the season, that a large number of people, youngsters and grownups alike, might be marooned at the Bowl without shelter in case of a heavy snowstorm. Furthermore, we feel that committing ourselves now to new construction of this type when the world outlook is so uncertain might be construed as an unjustified use of materials which may be needed urgently elsewhere...

It may come as a surprise to many people that the Milwaukee Road has been taking substantial financial losses in running the Ski Bowl. As much as we would like to keep the Ski Bowl in operation, we cannot afford to do so.

The uncertainty of operations at the Ski Bowl because of weather conditions which necessitated cancellation of ski trains had caused physical strain on their supervisory personnel. Because of the Korean War, the volume of rail traffic to Pacific ports had increased greatly, and more equipment and rail personnel would be diverted to the war effort in the future. The Milwaukee Road offered to work with any responsible organization that wished to take over the operations at the Ski Bowl.

⁴⁶¹ *Devlin Leaps 307 Feet to Set Ski Mark*, Seattle Times, February 26, 1950 (page 37).

The Seattle Times offered financial aid to the Milwaukee Road to help it rebuild the ski lodge to ensure continuation of its Ski School, but was forced to cancel its ski school when a rebuilding program could not be worked out. The Times Ski School had operated from 1939 through 1942, and from 1947 through 1949, and taught over 20,000 students the fundamentals of controlled skiing. PTA and school officials expressed regret that the ski lessons had come to an end.⁴⁶²

No organization stepped forward to operate the Ski Bowl, the area adjacent to where the jumps were located was sold, and the area remained unused until 1959, when the Hyak Ski Area was opened nearby.⁴⁶³

The Milwaukee Magazine of May 1950, reported that the fire at the Ski Bowl was the railroad's largest fire loss of the year, causing a total loss of \$190,000. The fire not only burned the lodge and show shed, but also burned a Diesel switch engine (\$23,000), seven older-type passenger cars (\$15,800), and \$10,000 of freight cars.⁴⁶⁴

The Milwaukee Railroad eventually faced difficult financial conditions and got out of passenger service, along with all other U.S. railroads. The last Milwaukee Road passenger train passed through the Snoqualmie Tunnel in 1961, and the company filed for bankruptcy in 1977. The last Milwaukee Road freight train used the Snoqualmie Pass line in 1980. Subsequently, the Milwaukee Road right-of-way, including the Snoqualmie Tunnel, was acquired by the State of Washington for a trail, and is now open to foot traffic, bicycles and horses as the "John Wayne

⁴⁶² *Milwaukee Bowl Suspends Times Free Ski School Off, & Railroad Finds Reconstruction Not Justifiable*, Seattle Times, September 13, 1950 (page 37); *Times Regrets Abandoning Ski School*, Seattle Times, September 14 1950 (page 22).

⁴⁶³ Prater, *Snoqualmie Pass, From Indian Trail to Interstate*, page 133.

⁴⁶⁴ *Madison Division Receives Fire Prevention Award*, The Milwaukee Magazine, May 1950 (page 11).

Pioneer Trail," part of Iron Horse State Park..⁴⁶⁵

The ski jumps and many of the tows were left in place on the Ski Bowl hills. In inventory of the equipment of the Milwaukee Ski Tows, Inc., provided by Walter Page, includes the following:

five rope tows, including motors, drums pulleys, rope, pulleys and safety gates for some, one 10 H.P., one 35 H.P., one 25 H.P. and two 30 H.P.;

Ski-Boggan (built by Washington Iron Works). 100 H.P. motor, pulleys, 5,000 feet of 3/4" cable "in excellent condition," tow sleds built on step-up angle, each seating 32 people.

3 transformers;

2,300 feet of three wire underground cable;

8 large flood lights;

five tow houses, including three new for motors 8' x 100'; one 14'x14'; and one 20'x30';

New ticket house 4'x4';

8 large flood lights and switches;

1941 Dodge Weapons carrier in good condition; and

a variety of equipment, including 3 walkie talkie telephones, 1 oxygen tank, 1 acetylene tank,

1 pick, 1 axe, 1 crow bar, 2 hand winches, 12 snow shovels, and others.

The following section describes what was left of the jumps and tows in the summer of 2013.

One of the rope tows from the Ski Bowl was sold to the Mountaineers in 1956, and installed as the second rope tow at their Snoqualmie Lodge that was built between Snoqualmie Summit and Ski Acres in 1948. The club installed their first rope tow on that hill in 1950 on their black diamond run.

⁴⁶⁵ www.hyak.net: *The Summit at Snoqualmie - Wikipedia; The Railroads*, Sahalie Historical Note No. 12, by Dave Galvin; www.hyak.net/history.htm.

“Packing this run required legions of skiers side-slipping for hours only to be rewarded with a 15 m.p.h. uphill tow that challenged everyone’s strength and stamina. In 1954 another tow drive from the Milwaukee Ski Bowl was purchased and installed lower on the hill where the slope was better suited to beginner-intermediate skiers. This tow was one of the very first electric ski tows in the country.”⁴⁶⁶

F. JULY 2013 TRIP TO MILWAUKEE SKI BOWL SITE

The following pictures were taken in July 2013, during a trip to the old Milwaukee Ski Bowl site taken by a group involved in planning the Washington State Ski & Snowboard History Museum. The first group show the pilings for the foundation of the Olympic Ski Jump tower on which the judges stood, that was next to the Olympic jump. The pictures were taken from the original Milwaukee roadbed that was abandoned in 1912, when the tunnel under Snoqualmie Pass was completed. The ski jumps were built over the original roadbed for the 1940 season. One of the pictures shows the top of the Class C jump.



Ski class in front of Class B & A jumps & Judge’s Tower on Olympic run, Milwaukee Bowl. Courtesy of Milwaukee Road Historical Association.



Judge’s tower on Olympic run, Class B jump, and skier coming off Class C jump. Courtesy of the Milwaukee Road Historical Association.

⁴⁶⁶ Mountaineers’ application to the Washington Office of Archaeology and Historic Preservation for inclusion of the Snoqualmie Lodge on the Washington Heritage Register.

Piling for Olympic Tower, Milwaukee Ski Bowl, 2013.

Top of Class C jump at Milwaukee Ski Bowl, 2013.

Pilings for Judge's Tower on Olympic run, Milwaukee Ski Bowl, 2013.

The following pictures show the electric motor that drove one of the rope tows on the east side of the Milwaukee Ski Bowl, and one of the remaining wheels over which the rope ran for the tow. After WW II, there were three rope tows leading from the Milwaukee Lodge, past the old railroad grade. This was likely the top of the third rope tow.

Electric Motor for rope tow at Milwaukee Ski Bowl, 2013.

Wheel for rope tow at Milwaukee Ski Bowl, 2013.

The following pictures show the wreckage of the building that was at the top of the Skiboggan lift, which was built for the 1946 - 1947 ski season, and the remnants of the system of sleds that carried skiers up from the top of the Skiboggan.

The Skiboggan was a surface lift described by the Seattle Times as a "massive sled that carries 32 snow riders a time up the steep slopes to Rocky Point," which could carry 1,440 skiers per

hour. The Milwaukee Road Skigram said in addition to the Skiboggan, there was “a sled tow pulled on a cable, the latter of which will be made accessible from the top of the Skiboggan, extending approximately 1,200 feet, developing a rise in altitude of about 400 feet, far above Rocky Point. This will make available to expert skiers an interesting run of one mile and one half.” There are five or six of the old sleds amidst the wreckage in addition to the cable that hauled the sleds and Skiboggans up the hill, and other old equipment that was abandoned and left in place when the Ski Bowl closed after the ski season of 1950. One of the following pictures shows a grid bank, a piece of equipment used to dissipate unused electricity and heat on the electric motor used to power the Skiboggan system, which was run by alternating current from the railroad. The Milwaukee Railroad became an all-electric line after its tunnel under Snoqualmie Pass was completed in 1912.

Remnants of sled.

Kirby Gilbert & John W. Lundin

Remnants of sled.

Jack Leeper on remnants of sleds.

Remnants of sleds.

Footings for building at top of Talleyho
Skiboggan lift & cable for lift.

Footings for building at top of Talleyho
Skiboggan lift and Katri Gilbert.

Grid Bank, a mechanism to dissipate
electricity & heat from electric motor
driving Talleyho Skiboggan lift.

This is likely a spring mechanism used to drag
Skiboggans or sleds on Talleyho lift.

The following pictures were taken by Jack Leeper of the remains of the Class A & B jumps and the jumper's building.

Remains of jumpers' building, Milwaukee Ski Bowl, 2013.

Remains of Class A jump, Milwaukee Ski Bowl, 2013.

Remains of Class B jump,
Milwaukee Ski Bowl, 2013.

Class B jump site, Milwaukee Ski Bowl,
2013.

Class B jump site looking downhill,
Milwaukee Ski Bowl, 2013.

G. OTHER SNOQUALMIE PASS SKI AREAS AND FACILITIES EXPAND

The 1947 - 48 ski season was a big one, as seen by events announced in the fall of 1947.

In October 1947, the Pacific Northwestern Ski Association established a record 32 tournaments for the six month long ski season, at a meeting of 49 delegates from Washington, Oregon and Idaho. The big news at the meeting was that “Washington Ski Club speedster Don Amick” had been selected to the U.S. Olympic team for the winter games at St. Moritz, Switzerland in February of 1948, to compete in the downhill and slalom events. Amick would join the rest of the team in December at its training facility in Davos, Switzerland. His selection was announced by Darroch Crookes of Portland, Oregon, a member of the Winter Games Selection Committee and a member of the U.S. Olympic team at the 1936 Olympics.⁴⁶⁷

Several local ski areas were improved to accommodate the growing demand, “there’ll be a new ski area available this winter.” The Stevens Pass Company, “headed by hard-working Don Adams, installed a new \$90,000 Constam T-bar lift “to haul skiers” from the 4,100 foot mark to the

⁴⁶⁷ *Northwestern Ski Body Sets 32 Tournaments*, Seattle Times, October 13, 1947 (page 22).

5,200-foot elevation, over 4,700 feet of track, tripling the available skiing area.. Workmen cleared much of the small timber around the lower half of the hill and new lanes were cut through for expert and intermediate skiers. A new parking area had been cleared. At Snoqualmie Summit, the main hill nearly doubled in length after an extensive land-clearing program opened up a vast new area. A new tow high on Government Hill would haul skiers to the sweeping Beaver Lake runs, and seven tows would operate. “The slopes used by thousands of Pacific Northwest skiers in previous years have been bulldozed to a new smoothness so a light snowfall will enable winter-sports enthusiasts to ski earlier in the season than ever before.” A sledding area had been opened for children, and a “revolutionary one-man bobsled...will be available for Snoqualmie Pass visitors, with two steep runs on hills away from the ski area.” At Blewett Pass, a new ski area would be open. Ski Lifts, Inc., the company that operated the Snoqualmie Summit Ski Area, would open two rope tows for the upcoming season, “in the heart of the dry-snow belt” for skiers who liked sunshine and dry powder snow. Blewett Pass would be kept open all winter. The Top of the Hill Lodge was located at the pass to provide food and shelter, but overnight accommodations in the area were limited. “The runs available range from beginners’ slopes to steep hillsides which will please experts who can speed downhill at 45, 50, or 55 miles an hour.” This was the old Blewett Pass summit that was bypassed when the highway was relocated in the 1950s. Also, there would be Sno Cats on hand at Chinook Pass to tow skiers to the ski areas if the highway was closed.⁴⁶⁸

The year 1948 was a busy one at Snoqualmie Pass. A new ski area, Ski Acres, opened, located one mile east of the Snoqualmie Summit, which had the first chair lift on the Pass, located largely on

⁴⁶⁸ *Skiers Cheered by Many Improvements*, Seattle Times, October 26, 1947 (page 40); *Longer Snoqualmie Hill Awaits Skiers*, Seattle Times, November 20, 1947 (page 47); *Snowflyers to Find Many New Runs at Blewett Pass*, Seattle Times, November 9, 1947 (page 40).

private land purchased from the Northern Pacific Railroad Land Company. The Mountaineers built a lodge on land between Ski Acres and Summit ski areas, to replace the one lost by fire during W.W. II, with volunteer labor from 160 members.

In 1953, a Poma lift was installed at the Snoqualmie Summit ski area. In 1955, the first double chairlift at Snoqualmie Pass was installed at the Summit Ski Area, the Thunderbird, and a mountain top lodge was built known as the Thunderbird Lodge.

In 1959, the Hyak Ski Corporation purchased the land north of where the Milwaukee Ski Bowl had been located, and began operating a new ski area called Hyak. In 1967, a new ski resort named "Alpental" opened, the fourth ski area on Snoqualmie pass. The Hyak Ski Corporation ran into financial trouble, and a lawsuit over a 1972 ski lift accident that left a 14 year old skier with permanent damage, sent the company into bankruptcy in 1977.

In 1980, Ski Lifts, Inc., owned by Webb Moffett, purchased the Ski Acres area from Ray Tanner, and operated it in conjunction with the Summit ski area. In 1980, Hyak was purchased by Pac West, which operated it until they filed bankruptcy in 1988. Pac West was one of the few ski resorts to allow snowboarding, along with the Mt Baker ski area. In 1983, Alpental was sold to Ski Lifts, Inc., giving that company control of three of the four Snoqualmie Pass ski areas. In 1992, the Hyak ski area was sold out of bankruptcy court to Ski Lifts, Inc., which then owned all four Snoqualmie Pass ski areas. In 1997, Ski Lifts, Inc. was sold to Booth Creek Holdings, and all four ski areas were renamed "The Summit at Snoqualmie" with each area given a new name - Summit West, Summit Central, Summit East and Alpental at the Summit. In 1998, the Booth Creek Company purchased the ski areas from Ski Lifts, Inc., and in 2007, the company sold all four areas to CNL. Booth Creek signed a management agreement with CNL. On September 19, 2007, the management

of the Snoqualmie Pass ski areas was sold to Boyne USA.

BIBLIOGRAPHY

Alpenglow.org/skihstory/chronology/Snoqualmie-info.htm.

Alpenglow Ski Mountaineering Project, [alpenglow.org/ski-history/](http://www.alpenglow.org/ski-history/).

<http://www.alpenglow.org/ski-history/notes/ms/mhc-misc.html#mhc-misc-patrol-race>

<http://www.alpenglow.org/skiing/patrol-race-2004/index.html>

<http://www.alpenglow.org/ski-history/subjects/P-info.html#patrol-race>

“An Editorial Postscript,” *Skiing Heritage Magazine*, June 1999, found at <http://books.google.com/books?id=nFgEAAAAMBAJ&pg=PA27>

Borak, Arthur M., *The Chicago, Milwaukee, and St. Paul Railroad: Recent History of the Last Transcontinental*, *Journal of Economic and Business History*, Vol. III, November 1930, found at <http://milwaukeeoadarchives.com/Additions>.

Cle Elum Miner Echo, historical articles..

“The Cloudbusters are Back,” *The Milwaukee Magazine*, March 1949.

Galvin, David, “Early Ski Tows,” *Sahalie Historical Note #6*.

Galvin, David, “Silver Skis” Races on Mt. Rainier,” *Sahalie Historical Note #11*.

Galvin, David, “Ski Racing and the PNSA from the 1930s to the ‘50s,” *Sahalie Historical Note #17*.

Galvin David, “Snoqualmie Pass Ski Lodges,” *Sahalie Historical Note # 7*.

Galvin, David, “The Railroads,” *Sahalie Historical Note # 12*,

Galvin, “The Ski Troops of WWII,” *Sahalie Historical Note #15*.

Heller, Ramon, *Mount Baker Ski Area: A Pictorial History*, 1980.

<http://lostskiareas.wikispaces.com/Cle+Elum+Ski+Hill>.

Idaho State Historical Society Reference Series 974, “Sun Valley Ski Lifts.”

Kinnick, John & Chery, *Snoqualmie Pass, Images of America*, Arcadia Publishing, 2007.

John “Syke” Bresko Collection of Cle Elum Ski Club materials, courtesy of Cecelia Maybo and the Maybo family, Lynwood Washington..

1936 Winter Olympics, <http://www.skimuseum.net/pdf/1936-52.pdf>.

Lang, Otto, *A Bird of Passage, A Bird of Passage*, published by Otto Lang, Seattle Washington, in cooperation with SkyHouse Publishers, 1994.

Lucas, Joy, *The Ancient Skiers of the Pacific Northwest*, 2006.

Lundin, John & Steve, "Cle Elum Ski Club, 1921 - 1933," Essay 10169, historylink.org.

"Madison Division Receives Fire Prevention Award," *The Milwaukee Magazine*, May 1950.

The Milwaukee Magazine, found at

<http://milwaukeeeroadarchives.com/MilwaukeeRoadMagazine/MilwaukeeRoadMagazine.htm>.

"Milwaukee Road Ski Bowl Reopens," *The Milwaukee Magazine*, February 1947.

Prater, Yvonne, *Snoqualmie Pass, From Indian Trails to Interstate*, Mountaineers Books, 1983.

"Queen Marcella of the Milwaukee Road Ski Bowl," *The Milwaukee Magazine*, February 1950.

"Seattle Chamber of Commerce Reports the Waterfront Highly Developed on December 31, 1901," [Historylink.org](http://historylink.org) Essay 162.

Seattle P.I. Historical Archives.

Seattle Times Historical Archives.

"Ski Bowl Gets a Pair of Wings," *The Milwaukee Magazine*, December 1939.

Snoqualmie Pass Becomes a Highway: From Indian Trail, to Wagon Road, to Interstate | Suite101.com, <http://elizabeth-gibson.suite101.com/snoqualmie-pass-becomes-a-highway-a30434#ixzz1cqcaUaof>.

"Snoqualmie Ski Bowl Begins Its Second Year," *The Milwaukee Magazine*, January 1939.

"The Snoqualmie Ski Bowl," *The Milwaukee Magazine*, December 1937.

"The Summit at Snoqualmie" - Wikipedia.

Swergal, Edwin, "Snowqualmie Pass," *The Milwaukee Magazine*, published by the Milwaukee, St. Paul and Pacific Railroads, November and December 1946, found at <http://milwaukeeeroadarchives.com/MilwaukeeRoadMagazine/MilwaukeeRoadMagazine.htm>.

"They're Riding the Snow Trains to Snoqualmie Ski Bowl," *The Milwaukee Magazine*, February

1938.

Valar, Paul, "The Wonders of the First T-Bar, the Lift that Became Skiing's Mainstay was Built in Davos", *Skiing Heritage Magazine*, September 1993, Vol. V, No.2, found at <http://books.google.com/books?id=PFgEAAAAMBAJ&printsec=frontcover&lr=&rview=1#v=onepage&q&f=false>

"Weyerhaeuser Makes One of the Largest Land Purchases in United States History on January 3, 1900," *Historylink.org* Essay 5241.

www.aplental.com/history.htm.

www.craigmagnuson.com/Laconia1.htm.

www.hyak.net/history.htm.

www.skisprungschanzen.com/EN/Ski+Jumps/USA-United+States/WA-Washington/Leavenworth/0736/.

www.summitatsnoqualmie.com;

1. Kjeldsen, *The Mountaineers, A History*, pages 11 - 13, 39 - 43, 80 - 83, 85, 68; Lundin, *Skiing at Martin, the Northern Pacific Stop at Stampede Pass, & Mountaineers Patrol Races at Snoqualmie Pass: A Grand Tradition Revisited*; Ball, Fred, *The Story of Meany Ski Hut*, Mountaineer Bulletin, 1956, page 55; *Washington Ski Lodge a Step Back in Time*, Tacoma News Tribune, March 10, 2013; *Women Can Ski Expertly as Men, Milady Advised to Desert Tea Table for Snowy Slopes*, Seattle Times, March 12, 1930 (page 21).

2. *The I-90 Skier*, page 12; Kinnick, *Snoqualmie Pass*, page 32.