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SKIING AT MARTIN THE NORTHERN PACIFIC STOP AT STAMPEDE PASS

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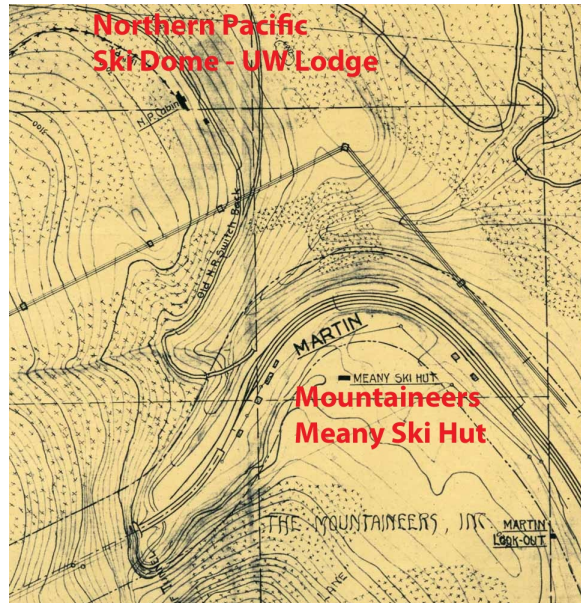
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**SKIING AT MARTIN
THE NORTHERN PACIFIC STOP AT STAMPEDE PASS
COMPLETE VERSION**



By John W. Lundin

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John is a lawyer 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 for 2017. A short version of this paper appears on HistoryLink.org, the on-line encyclopedia of Washington history.

TABLE OF CONTENTS

I. INTRODUCTION..... 1

II. NORTHERN PACIFIC RAILROAD IS BUILT TO PUGET SOUND 3

III. SKIING AT MARTIN IN THE EARLY DAYS 9

A. SKIERS TAKE TRAIN TO MARTIN 9

B. 1928 - MOUNTAINEERS BUILD MEANY LODGE AT MARTIN11

IV. SKIING GROWS IN POPULARITY IN THE 1930s 28

**V. 1936 - MOUNTAINEERS APPLY FOR MEMBERSHIP IN THE PNSA
& HOLD THE FIRST OPEN PATROL RACE 36**

**VI. RAILROADS PROMOTE SKIING, ROPE TOWS ARE INSTALLED
AT NW RESORTS & NORTHERN PACIFIC OPENS MARTIN SKI DOME45**

A. RAILROADS PROMOTE SKIING 45

**B. MOUNTAINEERS ACTIVITIES AT MARTIN CONTINUE
 - ROPE TOWS ARE INSTALLED..... 45**

C. NORTHERN PACIFIC RAILROAD OPENS MARTIN SKI DOME 53

D. SKIING CONTINUES UNTIL W.W. II72

VII. SKIING DURING AND AFTER WORLD WAR II78

A. SKIING HALTS DURING W. W. II..... 78

B. SKIING RESUMES AND GROWS AFTER W. W. II.....81

C. 1945 - UNIVERSITY OF WASHINGTON BUYS MARTIN SKI HUT 87

D. 1949 - HUSKY WINTER SPORTS CLUB LODGE BURNS DOWN.....115

E. SKI BOWL IMPROVED FOR 1950 SKI SEASON - BURNS DOWN DEC. 1949..... 120

F. SKIING CONTINUES AT THE MOUNTAINEERS MEANY LODGE123

BIBLIOGRAPHY..... 129

I. INTRODUCTION

Martin is a stop on the Northern Pacific Railroad at the east portal of its tunnel under Stampede Pass, going through the Cascade Mountains, named for the nearby Martin Creek. Since the 1920s, Northwest skiers took the Northern Pacific Railroad to Martin to take advantage of the deep snow that fell there. The story of skiing at Martin is virtually unknown these days, and Martin is one of the Lost Ski Areas of Washington.

The Seattle Times papers dating back to 1900, have been scanned and are available on line. The old newspapers give a unique insight into the life and times of the 1930s. It is amazing to see the large the number of articles about skiing. 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 local areas, including Mount Baker Lodge, Paradise Valley (Mount Rainier), Snoqualmie Ski Bowl, Summit (Snoqualmie Pass), Chinook Pass, Stampede Pass, and Martin.

The Mountaineers Club developed the first organized skiing at Martin, building its Meany Ski Hut at Martin in 1928, specifically for skiing, to supplement its lodge at Snoqualmie Pass Summit that was built in 1914. Mountaineers took the Northern Pacific (later Burlington Northern) train to Martin until 1960, when the service was stopped.

In 1938, the Northern Pacific Railroad saw the success of Union Pacific's Sun Valley Ski

Resort opened in December 1936, and the Milwaukee Road's Ski Bowl at the Hyak stop at the east portal of its tunnel under Snoqualmie Pass in January 1938. As a result, the Northern Pacific planned to develop a major ski area with a large hotel at Martin to attract the growing legions of Northwest skiers. However, only a small ski facility was built for overnight lodging, known as the Martin Ski Dome, which was operated until the beginning of World War II. After the war, Northern Pacific sold the lodge to the Associated Students of the University of Washington, and the Husky Winter Sports Club used the area for its winter sports activities. The Club installed a rope tow, and held its Winter Carnivals at Martin, along with various ski competitions. The University of Washington ski team trained at Martin and held intercollegiate tournaments there. The State Highway Department plowed a road into Martin for the Husky Winter Sports Club, offering an alternative to train travel to the area. Martin was used by the Husky Winter Sports club and the ski team until the lodge burned down in 1949.

The Mountaineers' Meany Hut at Martin continues to operate, attracting skiers every winter weekend. Since the end of train service to Martin in 1960, the Mountaineers have operated a snow cat from I-90 as access to its Meany Ski Hut.

II. NORTHERN PACIFIC RAILROAD IS BUILT TO PUGET SOUND

The Northern Pacific Railroad was the second transcontinental railroad to be built, following the Union Pacific-Central Pacific line finished in 1869, from Omaha Nebraska to Sacramento California. The Northern Pacific was completed between Duluth, Minnesota and Tacoma, Washington on August 23, 1883.

In 1852 and 1853, the Secretary of War directed that a number of surveys be made to find a rail route over the mountains to the Pacific. The northern route was surveyed by Isaac I. Stevens. His report published in 1855, emphasized the practicality of building a rail line through the Valley of the Missouri or Yellowstone, and recommended that the Bitter Root Mountains be avoided by going north via Lake Pend d'Oreille and then to Spokane. The line would then go across the Cascades to Seattle and the sea, or follow the Columbia River to Portland. He emphasized the fitness of the entire country for settlement and the suitability for cultivation. People of the northwest were "vitally interested in the line that was to terminate on the [Puget] Sound, and used every influence within their power to forward the enterprise." Isaac I. Stevens became Governor of Washington Territory and championed a northern route from Lake Superior to Puget Sound. Business interests in the East and Midwest urged the building of the rail line to bring timber from the northwest to national markets, and fruit growers and fisheries of the West wanted a wider outlet for their products. However, in 1860, Congress failed to include this line when it granted tracts of land and subsidies to railroad companies. Further interest in building the northern line resulted in President Lincoln approving the bill chartering the Northern Pacific Railroad Company passed by

Congress in 1864.¹

Unlike the charter for the Pacific Railroads, Northern Pacific's charter gave the company no monetary subsidy or package of government loans, but it did give the company

the greatest subsidy Uncle Sam ever bestowed on a private entity; a land grant of twenty sections per mile in the states it crossed and forty sections per mile in the territories, constituting a vast, forty-seven-million-acre checkerboard of alternating public and private sections sprawling across the northern tier of the American West.

The land was in odd-numbered sections in a belt 40 miles wide on either side of the transcontinental line. Northern Pacific also got the right to issue \$100 million of stock. Although this did not give Northern Pacific access to money with which it could use to build its system, it left the company free from the massive debts to the federal government with which the Union Pacific had to struggle for decades. Wall street financier Jay Cooke calculated that the Northern Pacific land grants would be worth four times the construction cost of the railroad when it was completed. The Northern Pacific charter was a rich prize for the railroad's developers, but it contained a time limit within which the railroad had to be built to receive the federal grants. This meant it would have to be built westward as quickly as possible, and there was little incentive to build properly or construct spur lines to funnel traffic from the regions through which it ran to the road. As a result, the Northern Pacific was "hastily and poorly constructed far ahead of demand."²

Duluth, Minnesota was selected as the eastern terminus of the Northern Pacific. Duluth was the western most port on Lake Superior, and the natural eastern hub as a major Great Lakes port, but

¹ Wood, *The Northern Pacific; the Main Street of the Northwest*, pages 14, 15; French, *History of Idaho*, page 431; Hawley, *History of Idaho*, page 411.

² Malone, *James J. Hill, Empire Builder of the Northwest*, page 33; Wood, *The Northern Pacific; Main Street of the Northwest*, pages 18, 19; French, *History of Idaho*, page 431; Hawley, *History of Idaho*, page 411.

this meant starting the line well north of the fast-growing Twin Cities of Minneapolis and St. Paul. The Twin Cities evolved into the state's center of economic activity due to their location as the furthest north navigable site on the Mississippi River. This decision created an opening for the Great Northern Railroad, which built a rail line to Seattle, Washington in the early 1890s, using the Twin Cities as its eastern terminus.³

Construction started at Duluth in 1870, but was interrupted by financial problems several times. By 1871, Northern Pacific had completed 230 miles of tracks on the east end of their system, reaching the North Dakota/Minnesota border. In the west, tracks were built 45 miles north from Kalama, Washington, on the north shore of the Columbia River, 25 miles from Portland. Kalama and Portland were connected by steamship. In 1872, 164 miles of track were laid across North Dakota, and another 45 miles north of Kalama, Washington. That year, Northern Pacific opened colonization offices in Europe seeking to attract settlers to the sparsely populated and underdeveloped region it would serve. In 1873, after several years of study, Tacoma, Washington was selected as the western terminus of the line, to the great disappointment of Seattle.⁴

The Financial Panic of 1873 led to a depression that paralyzed the economy. The Panic resulted in a suspension of work on the Northern Pacific rail line, and caused the company to go into bankruptcy in 1875. The Northern Pacific was reorganized, emerged from bankruptcy, and work began again in 1878, with tracks being laid from both the east and the west heading toward each

³ Malone, *James J. Hill, Empire Builder of the Northwest*, page 35.

⁴ Wood, *The Northern Pacific; Main Street of the Northwest*, pages 18, 19; French, *History of Idaho*, page 431; org/wiki/Northern_Pacific_Railway.

other.⁵

Northern Pacific surveyors determined there were 15 possible passes over the Rocky Mountains. In 1881, the route over Mullan Pass was selected even though it required a 3,850 foot tunnel. Three routes were proposed across Idaho for the Northern Pacific line. The residents of Lewiston wanted a route that would go over Lolo Pass and down the Clearwater River to its junction with the Snake River. Northern Pacific engineers found the Lolo Pass route feasible, but the land grants to the Northern Pacific which had been renewed by Congress in 1878, required the road to be completed in two and one half years. This made it necessary to select the shortest route, and the road was built down the Clark Fork to Lake Pend d'Oreille, then southwest to Spokane, Washington.⁶

On August 23, 1883, at Gold Creek, Montana (55 miles west of Helena), Northern Pacific's west bound tracks were joined with tracks built from Pasco, Washington through Spokane. From Pasco, the Northern Pacific route went to Wallula, on the Columbia River, and then along the south bank of the Columbia to Portland on tracks of the Oregon Railway & Navigation Company owned by Henry Villard, who had acquired control of the Northern Pacific. From Portland, passengers crossed the Columbia River on a "huge transfer boat" to Kalama, Washington, where a narrow gauge rail line took them to Tacoma, Northern Pacific's western terminus.⁷

⁵ White, *Railroaded: the Transcontinentals and the Making of Modern America*, page 83; Wood, *The Northern Pacific; Main Street of the Northwest*, pages 18, 19; French, *History of Idaho*, page 431; Hawley, *History of Idaho*, page 411.

⁶ Wood, *The Northern Pacific; Main Street of the Northwest*, page 29. The Mullan route followed the Mullan military road constructed in 1855 at a cost of \$230,000 from Fort Benton, near the falls of the Missouri, to Fort Walla Walla in Washington, some 700 miles. John Mullan, who had been a member of Isaac Stephens' survey party, was the officer assigned to build the road. The road provided a direct route to Puget Sound, but it was only lightly used; prior to the gold rush of 1861 in Idaho, only a few military troops and one emigrant party traversed it. Hawley, *History of Idaho*, pages 403, 404. French, *History of Idaho*, pages 431, 432; Hawley, *History of Idaho*, page 411.

⁷ Wood, *The Northern Pacific; Main Street of the Northwest*, page 78.

In 1881, Northern Pacific commissioned a survey to find a pass over the Cascade Mountains in Washington, led by Virgil Bogue. Bogue discovered Stampede Pass on March 19, 1881. A line over Stampede Pass would give the railroad a direct route to Puget Sound, instead of having to rely on the use of Oregon Railway & Navigation Company's tracks to Portland. Track was laid from Wallula on the Columbia River toward Stampede Pass in 1884. Plans were made for a tunnel through Stampede Pass, but to complete the line quickly, Northern Pacific built a eight mile system of switchbacks over the Pass which had a 5.6 percent grade. There were three switchbacks on each side of the mountains, and a double horseshoe at the summit. The system of switchbacks included a mile of solid log cribbing, 3/4 of a mile of showsheds, and 31 testles. Two of the largest steam locomotives in the world were required to haul each train over the switchback, one on either end, and the eight mile trip took one hour and fifteen minutes.⁸ Between 1886 and 1888, a 9,850 foot tunnel was constructed under Stampede Pass by Northern Pacific contractors, who worked from both east and west. On May 3, 1888, the 9,844 lineal foot tunnel was completed, and on May 27, the first train running directly to Puget Sound passed through, providing direct access between the mid-west and Puget Sound. Seattle was connected to the Northern Pacific tracks in Tacoma by a trunk line in 1884.⁹

A 200 person construction camp known as Tunnel City was located at the east portal of the Stampede Pass tunnel during its construction. The east portal of the tunnel later became known as

⁸ Wood, *The Northern Pacific; Main Street of the Northwest*, page 75; [org/wiki/Northern_Pacific_Railway;Stampede Pass](http://en.wikipedia.org/wiki/Northern_Pacific_Railway;Stampede_Pass), en.wikipedia.org/wiki/Stampede_Pass..

⁹ Wood, *The Northern Pacific; Main Street of the Northwest*, page 75; Northern Pacific Railroad, [en.wikipedia.org/wiki/Northern_Pacific_Railway;Stampede Pass](http://en.wikipedia.org/wiki/Northern_Pacific_Railway;Stampede_Pass), en.wikipedia.org/wiki/Stampede_Pass.

Martin, named for the nearby Martin Creek.¹⁰



East Portal of Northern Pacific's Stampede Pass Tunnel known as Martin.



Property of the Washington State Historical Society - All Rights Reserved
Virgil Bogue and party searching for a pass over the Cascades.

¹⁰ *Meany Ski Hut Celebrates 50 years*, page 80, *Mountaineers Annual 1994, A Treasury of Mountaineer Memories*, Alpenglow.org/ski-history/notesperiod/mtneer-b/.

III. SKIING AT MARTIN IN THE EARLY DAYS

A. SKIERS TAKE TRAIN TO MARTIN

For many years, the Martin stop at the east portal of the tunnel under Stampede Pass attracted Northwest skiers because of the abundance of snow and the quality of nearby slopes. Skiers could take Northern Pacific trains from the east or west to Martin for a day of skiing.

Cle Elum was a stop on the Northern Pacific line, which was developed after coal was discovered nearby and coal mines were developed for use by its engines going over Stampede Pass.¹¹ In 1921, the Cle Elum Ski Club (originally called the Summit Ski Club) was formed by local residents, led by John “Syke” Bresko, opening the first organized ski area west of Denver, “a skiers paradise,” that attracted between 100 - 400 locals every weekend. The Club sponsored ski races, jumping competitions, and special contests. 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. From 1924 to 1933, the Cle Elum Ski Club held annual jumping tournaments that attracted competitors from all over the northwest. In 1931, more than 8,000 spectators attended its tournament. For its 1932 tournament, Northern Pacific allowed spectators to ride in a tramway through a shaft in one of its coal mines to get near the ski jump. 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

¹¹ In May 1886, surveyors from the Northern Pacific Railroad found coal deposits on land owned by the railroad as part of its original land grants, located east of its station at Cle Elum. The railroad needed coal to fuel its locomotives as it worked to complete the line across the Cascades through Stampede Pass. By August of 1886, the Northern Pacific had sent a crew of 18 to begin mining the coal around what later became Roslyn. The land and coal mines around Cle Elum were owned and developed by Northern Pacific Coal Company (renamed Northwestern Improvement Company in 1899), a subsidiary of Northern Pacific which incorporated under Minnesota law in the 1880s, to own land and mineral resources for the Railroad. <http://www.roslynbrewery.com>.

and cross-country. Northern Pacific trains provided access to the Cle Elum tournaments from Yakima and Seattle.¹²



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

¹² Lundin, *Cle Elum Ski Club*, Historylink.org, Essay 10169,
www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=10169.

Skiers from the Cle Elum Ski Club made regular trips to Martin via the Northern Pacific railroad in the spring, enjoying the deep snow and good skiing there.

In March of 1924, a group of skiers from Cle Elum went on a spring skiing tour up toward Snoqualmie Pass, at Martin, which became a regular trip that time of year for the club "Twenty-seven pairs of skis and over thirty skiers" made the trip from Cle Elum to Martin on March 23, 1924, on the Northern Pacific train, where they enjoyed "the finest ski grounds found in years." Martin was a train stop at the "far end of the N.P. tunnel from Stampede Pass, an area of deep snow in high places." For many years, skiers from east and west of Snoqualmie Pass took Northern Pacific trains to the Martin stop "for the long run from Dandy Pass."¹³

Fifty skiers from Cle Elum's Summit Ski Club enjoyed spring skiing at Martin on April 5, 1925, joined by visiting skiers from Tacoma, Yakima and Ellensburg. Another trip was planned for the following Sunday, when a party of 75 skiers attended the "annual Martin ski party."¹⁴

B. 1928 - MOUNTAINEERS BUILD MEANY LODGE AT MARTIN

The Mountaineers Club was the first organization to take advantage of the skiing at Martin, which was accessible by train from Seattle. The Mountaineers, founded in 1906, began skiing at Paradise on Mount Rainier in 1913-1914, during the annual Winter Outings which were held in Rainier National Park for many years. In 1914, the Mountaineers built a lodge just west of Snoqualmie Summit above Rockdale, a stop on the Milwaukee Railroad at the western end of its tunnel under the Pass, 500 feet above the road bed. This was a year around lodge devoted to

¹³ *Ski Bugs Travel To Martin Sunday*, Cle Elum Miner Echo, Mar 28, 1924.

¹⁴ Cle Elum Miner Echo, April 10, 1925; *Martin Ski Party Has Splendid Sport*, Cle Elum Miner Echo, April 26, 1925.

climbing in summer and skiing in winter. It accommodated 70 people, and had a cook and caretaker. It was a steep 1 1/4 mile climb from the old Denny Creek Ranger Station to the lodge during the summer, or a 1 2/3 mile struggle over a snow covered trail from the Milwaukee Road's stop at Rockdale in the winter.¹⁵



Mountaineers at Rockdale. UW Special Collections, Mountaineer's Collection, Album 62, Skoog, *Written in the Snows*.



Mountaineers cabin at Rockdale. 1914. Mountaineer's Archives, Skoog, *Written in the Snows*.

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." Special outings to Stampede Pass were held where members were enthusiastic about the favorable terrain and

¹⁵ 1936 Mountaineers application for membership in the Pacific Northwest Ski Association, which is part of the Bresko Collection provided by the Maybo family. *Story of Meany Ski Hut*, Mountaineer Annual, 1956, page 58, Alpenglow.org/ski-history/notes/period/mtneer-b/.

accessibility by train “(no backpacking!),” which offered open areas around the weather station, the power line hill, and the open timber slopes that were “ideally suited for ski touring that dominated the sport.”¹⁶

The Mountaineers first organized outing to Martin took place between February 10 - 12, 1928, which was described in the April 1928 Mountaineer Bulletin. The group traveled to Martin by railroad and stayed in railroad shacks near the Stampede Pass tunnel.

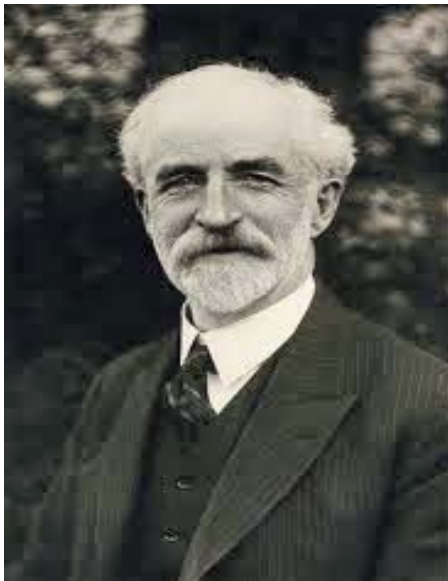
Our luxurious special car disappeared into the tunnel leaving us behind, a band of forlorn immigrants in the desolate waste of snow in the dark night with our bags of dunnage. The railroad shacks were elaborately (?) furnished with a very few bunks and a stove, nothing more, but they were clean cozy, or perhaps I should say crowded, or perhaps I should say there was no chance to be lonesome. Although it was not advertised as a special feature, there were hardwood floors - at least we found them so, the harder the longer the contact. According to the schedule trains went through every hour and a half but that was a mistake. It was every ten minutes and some claim they ran through the front door...The rooms were small and there were many people so it was a jolly struggle for existence.

On Saturday, they climbed “with skis in hand” through a violent snow storm to the ranger cabin, arriving by noon, which offered a refuge from the blizzard. The group enjoyed fine skiing, “such glorious long slopes and ideal snow conditions. It was perfectly marvelous!” That night, two more groups of Mountaineers arrived, bringing the total to 60. The next morning, another band arrived coming from the Mountaineer’s Snoqualmie Lodge, having spent the night in an igloo. The entire group enjoyed fine skiing on Sunday, in perfect snow and glorious open slopes with “good long runs” of any style. “The skiing was declared the best ever - indeed, the slopes rivaled those of Paradise Valley.” The group returned home by train on Sunday evening.¹⁷

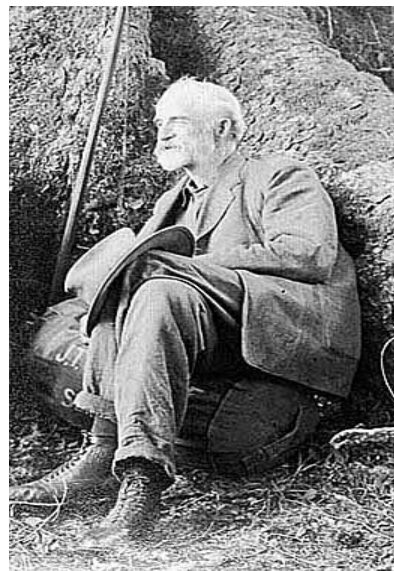
¹⁶ Ball, Fred, *The Story of Meany Ski Hut*, Mountaineer Bulletin, 1956, page 55, Alpenglow.org/ski-history/notes/period/mtneer-b/.

¹⁷ Mountaineer Bulletin, April 1928, Notes, page 4, Alpenglow.org/ski-history/notes/period/mtneer-b/.

In the June 1928 Mountaineers Bulletin, W. J. Maxwell proposed that the club build a hut near Martin. The Mountaineers Board agreed, and approved \$1,700 for the construction of a “plain ski shelter without luxurious embellishments,” a 20x50 two-story frame building to accommodate 50 people. Edmund S. Meany was a Professor of History at the University of Washington who joined the Mountaineers in 1908, and was president of the club for 27 years until his death in 1935. Meany was “a true renaissance man,” one of the UW’s most notable history professors, a journalist, botanist, State Representative, playwright and a mountain climber. In 1928, Meany bought approximately 64 acres of property at Martin for \$125, and donated it as a location for a ski hut.¹⁸



Edmund Meany, UW Special Collections, 3369.



Edmund Meany, 1920, UW Special Collections PH 341.

¹⁸ Stein, *Meany, Edmund Steven*, Historylink Essay 7885.

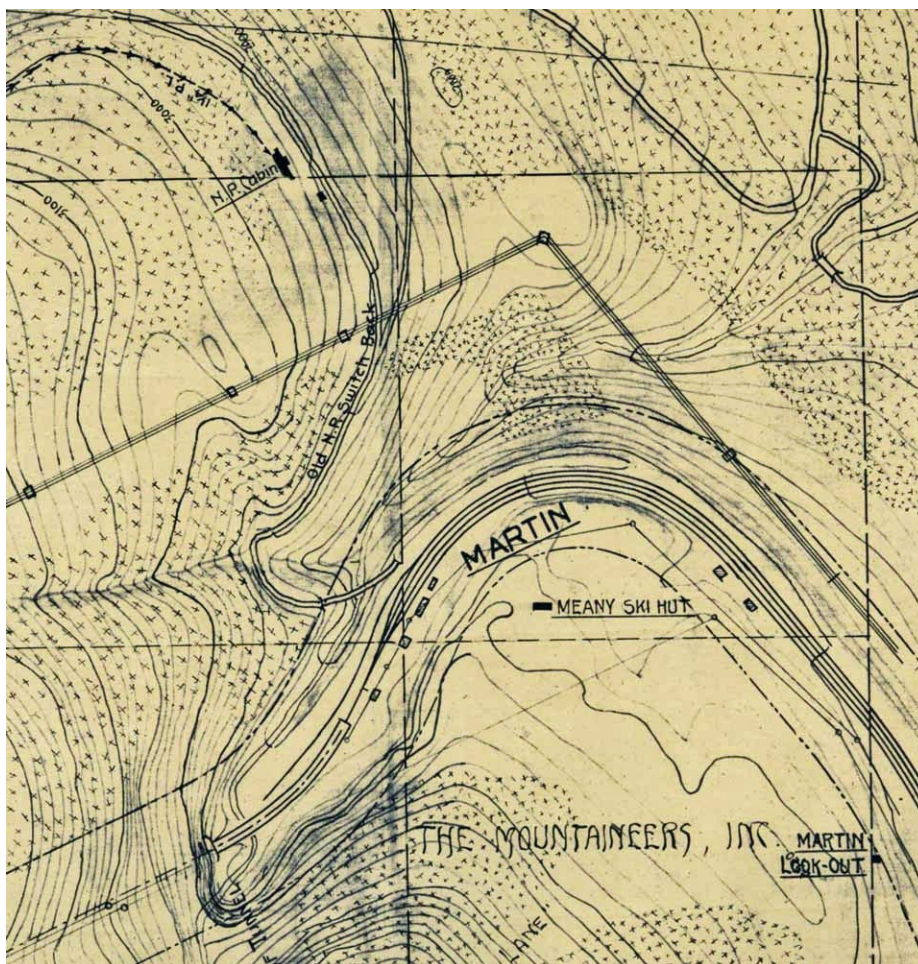
During the construction of the Stampede Pass Tunnel between 1886 - 1888, Martin was the site of a 200 person construction camp known as Tunnel City containing workshops, warehouses, a hospital, restaurant, and saloon. By 1928, all that remained of Tunnel City was a station house used by Northern Pacific called Martin, and a few employee cottages. Materials for the ski hut were brought in by train to Martin and carried to the site by hand, with help from railroad section hands “through the skillful cajolery of W. J. Maxwell plus a small cash contribution.” Construction of the ski hut started in September 1928, and

took two months of back-breaking labor by weekend volunteers. To build the hut, club members became carpenters, masons, and pack-horses hauling supplies by hand uphill 300 yards from the Northern Pacific Railroad at Martin to the Meany site. In addition to erecting a 20 by 50 two-story frame building large enough for fifty people, they made tables and benches, brought in bed springs, mattresses, and other furniture, and even managed to pull a kitchen range weighing 1,700 pounds up the mountain with block and tackle.

The Seattle Mountaineers held a Halloween party at Martin in October 1928, and Meany Ski Hut was formally dedicated on November 11, 1928, by Dr. Meany and 100 members. Much interior remained to be done but the ski hut, named after Dr. Meany, was ready for occupancy for the winter of 1929. “While rough, it was comfortable, with the big hotel range in the kitchen and the pot-bellied coal stove in the main room giving off a cheery glow, on the wire rack overhead wet socks, mittens and other gear dried or nicely browned depending on one’s alertness. Gasoline lanterns furnished light, but after a day of climbing up and sliding down hills, early to bed was the rule, for tomorrow is another day.” The hut accommodated 52 people and was used just for skiing.¹⁹

¹⁹ *Meany Ski Hut Celebrates 50 years*, Mountaineers Annual 1979, page 80; *A Treasury of Mountaineer Memories*, Mountaineers Annual 1994; Ball, *The Story of Meany Ski Hut*, Mountaineer Bulletin, 1956, page 55; Kellog, *Meany Ski Hut Celebrates Fifty Years*, Mountaineers Bulletin, 1979, page 80, Alpenglow.org/ski-history/notesperiod/mtneer-b/; *Halloween Parties to be Held Tonight by 3 Organizations*, Seattle Times October 27, 1928, (page 3); *Mountaineers to Dedicate Hut*, Seattle Times October 28, 1928, (page 10).

In December 1928, the Mountaineer's Tacoma branch held its winter outing at the new hut, and its December 1928 Bulletin included train schedules and rates to Martin. The round trip train fare was \$1.80. Meany Ski Hut was located five minutes from the Martin railway stop. Skiing the three miles from the Ski Hut to the Cascade Slide on the Sunset Highway just below Lake Kecheelus (11 miles east of the Summit), took about an hour, and was downhill or level all the way.²⁰



Map of Martin showing Mountaineer Meany Ski Hut. Courtesy of Northern Pacific Railway Historical Association.

²⁰ *Meany Ski Hut Celebrates 50 years*, Mountaineers Annual 1979, page 80; *A Treasury of Mountaineer Memories*, Mountaineers Annual 1994; Ball, *The Story of Meany Ski Hut*, Mountaineer Bulletin, 1956, page 55; Kellog, *Meany Ski Hut Celebrates Fifty Years*, Mountaineers Bulletin, 1979, page 80, Alpenglow.org/ski-history/notesperiod/mtneer-b/.



Meany Ski Lodge, late 1920s. Courtesy of the Mountaineers, photo by Bob Sperlin.



Meany Ski lodge, 1929, courtesy of the Steere family.



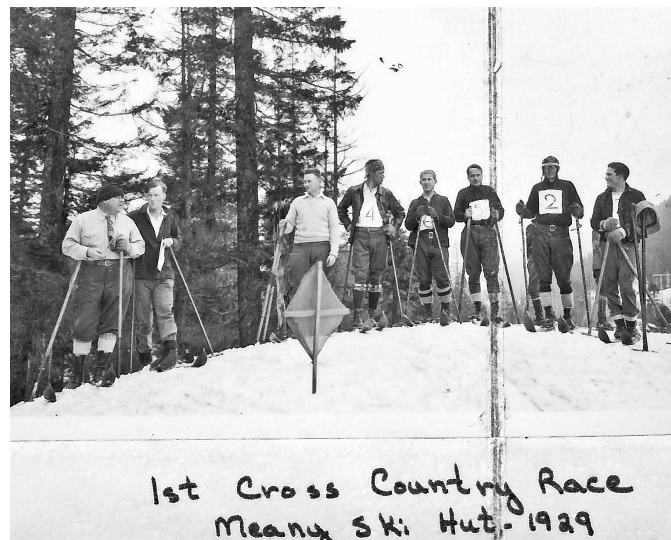
Top of Martin Hill, 1931, courtesy of the Mountaineers. Photo by Bob Sperlin.

The next few winters after Meany Ski Hut was finished, the Mountaineers toured the surrounding country, and trips were made to Meany Hill, the telephone cabin, Stampede Pass, Baldy, Stirrup Lake, and Snowshoe Butte. The Mountaineers' two lodges soon developed their own personalities.

A mysterious schism among the skiers developed with the advent of the ski hut. Snoqualmie Lodge was a place of gaiety and entertainment as well as skiing, with its huge fireplace, phonograph, and space enough for dancing. Meany Hut, however, was conceived of and approved as strictly a shelter for skiers, with no fireplace or extra space. There was plenty of gaiety and fun, but of a different kind, and apparently this difference caused some to prefer

one place to the other. Thus, while there were those who alternated, the skiers in general were identified as either “Lodge hounds” or “Meanyites.”

The Mountaineers marked many miles of cross-country ski trails throughout Snoqualmie Pass, including a 20 mile trail between its Summit Lodge and Meany Ski Hut which was marked with orange-colored tin shingles high on trees placed so one was always in sight ahead. On March 10, 1929, the club held its first ski tournament at Meany Ski Hut. Hans-Otto Giese and Ellen Willis won the cross-country races and were given the University Book Store cups. Giese, a veteran of the 1922 German Olympic games, came to the United States in 1923, and was one of the fathers of alpine skiing and ski mountaineering in the Northwest. In the spring of 1930, the Mountaineers held its club slalom and downhill races at Meany Ski Hut at Martin, starting downhill and slalom racing in the Northwest. Wolf Bauer won the slalom race and Hans-Otto Giese was second. Hans Grage won the downhill, with Giese placing second and Bauer third.²¹



²¹ Mountaineer Bulletin, April 1929; Ball, *The Story of Meany Ski Hut*, Mountaineer Bulletin, 1956, page 55, Alpenglow.org/ski-history/notesperiod/mtneer-b/; Skoog, *Written in the Snow*.



Mary Dunning, winner of the 1930 cross-country race at Martin at the start of the women's event. Courtesy of the Mountaineers. Photo by Bob Sperlin.

In 1930, The Mountaineers held its first Patrol Race was held along the crest of the Cascades between their Snoqualmie Lodge and Meany Ski Hut. From 1930 to 1935, the Patrol Race started at the Meany Ski Hut and ended at the Snoqualmie Lodge, but the course was reversed thereafter. Three man patrols competed in the event that was based on military patrol races which were common in Europe, but it was the only one in the Northwest and probably the only one in the country. Seattle newspapers reported on most of the races.

The first Patrol Race was held on March 23, 1930. Before the race was run, the Seattle Times ran an article, *Women Can Ski Expertly as Men*, featuring Mrs. Stewart Walsh, a Mountaineer who was “the first member of her sex to make the hazardous 20-mile trip on wooden runners.” Mrs. Walsh was “a Seattle ski expert and firm believer in the future of Puget Sound as a national winter resort.” She complained that in the past “women have neglected skiing terribly.” Eight years previously, only five women showed up for a Mountaineers ski meet, although by 1930, women were skiing seriously, and could do everything that men could do - except ski jump, which they

could do but it “isn’t generally recommended.” That year, there were 150 women who skied and could “do it well.” Mrs. Walsh believed that Northwest women should be as expert on “wooden runners” as their Scandinavian and Swiss sisters. To prove her point, Mrs. Walsh “made the difficult twenty-mile 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.”



“This is the way to see scenery,” says Mrs. Stuart P. Walsh, as she starts out for an eight-hour ski jaunt never before made by a woman—from Snoqualmie Lodge to Meany Ski Hut.

Seattle Times, March 12, 1930.

Men have always said women couldn’t make this trip. I hope by doing it, I’ve proved there error. I was tired, yes. We were on the way eight hours. But scarcely more tired than I have often been after an unusually active day. I only wish I could have made the trip sooner. I should certainly have organized a woman’s patrol to compete in this year’s race. Next year, though, just watch us.

Cross-country skiing was Mrs. Walsh’s hobby, it

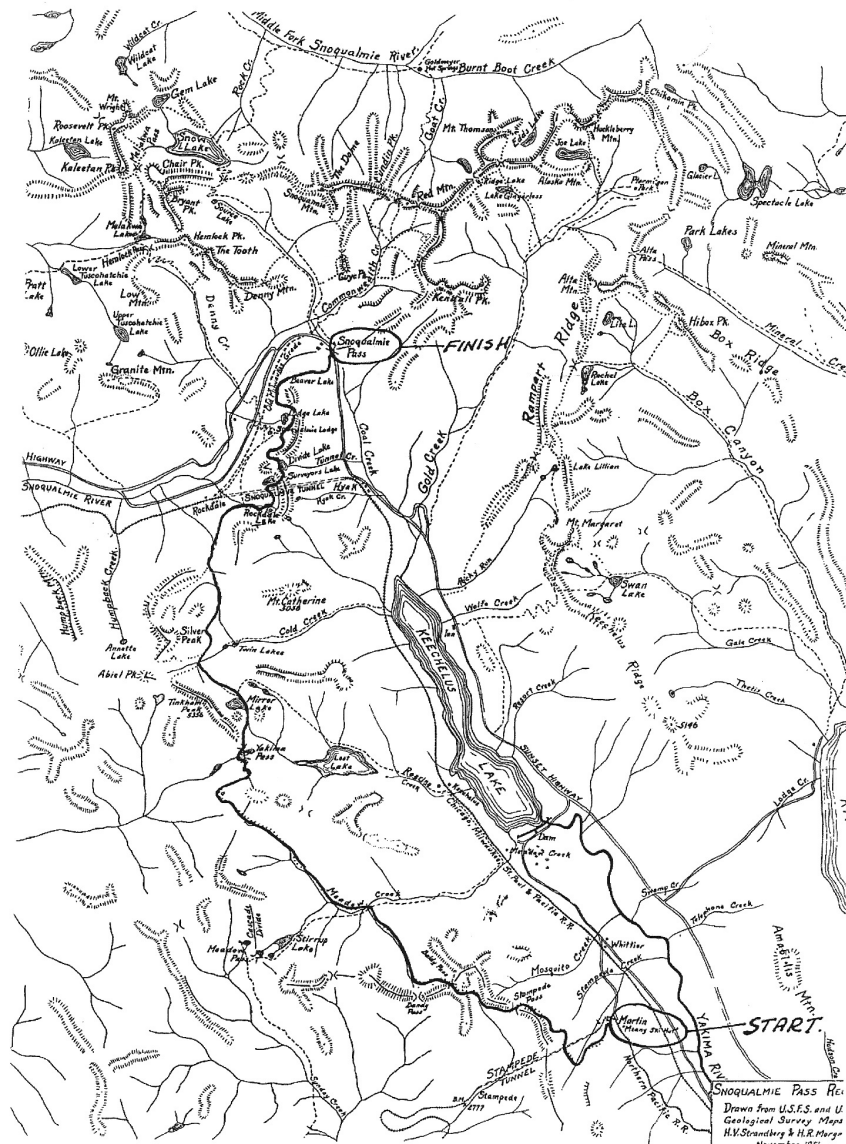
is the only way to know and appreciate the Northwest scenery...You feel like an explorer. There are no tracks and none of the familiar summer landmarks. It’s just like being a Viking adventurer.” She said now that women are won over by the sport, children are next. Then roads that are open all winter and more hotels. And then -Seattle will be the center of a winter sports region. One that attracts tourists from California and the East. A veritable [sic] rival of St. Moritz and

Lake Placid!²²

The 1936 Mountaineers Application for membership in the Pacific Northwest Ski Association (PNSA) described the route of the Patrol Race as follows:

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 is approximately 20 miles in length and ranges in elevation from 2,700 feet to nearly 5,000 feet.

²² *Women Can Ski Expertly as Men, Milady Advised to Desert Tea Table for Snowy Slopes*, Seattle Times, March 12, 1930 (page 21).



1931 Map of Patrol Race, <http://alpenglw.org/ski-history/subjects/P-info.html#patrol-race>

In the first ever Patrol Race between the Meany Ski Hut at Martin and Snoqualmie Lodge held on March 23, 1930, conditions were unfavorable due to several days of fresh snow. Four patrols entered, and the three man team of Hans-Otto Giese, Andy Anderson and Fred Ball set a new record of 7 ½ hours. The second place team included Paul Shorrock, N. W. Griggs, and Robert Hayes. Third was the team of Allan Cox, George Tepley and Robert Sperlin. Fourth place was the team of Ted Lewis, William A. Degenhardt, and James C. Martin. The winning team received a cup offered by Andrew D. Anderson and Norval Grigg.²³



Winners of the 1930 Patrol Race. Courtesy of the Steere family.

²³ *Ski Team Makes New Trip Record*, Seattle Times, March 26, 1930, (page 21).



Paul Shorrock, Rich Hayes & Norvall Grigg.

In 1931, the Mountaineers contracted with two loggers from Easton, paying them \$100 to fall trees from the cornice down to the clearing to create a skiing lane. Another \$100 had to be paid the following summer to remove the slash and improve the skiability of the lane. The lower lane was used for a practice slope, but the lane was a convenient way to reach the upper slope of Meany Hill. Three or four descents were enough even for the strong skiers in one day. Downhill races began at the top of Meany Hill, with each racer choosing his own course to the finish at the bottom of the lane. Some always tried to “run it straight,” which resulted in spectacular eggbeaters, but there were no serious injuries. The hut kept an array of broken skis with a notice warning, “they took it

straight.”²⁴

In 1931, no Patrol Race was held. In 1932, the Ski Patrol trophy 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, “for a 20-mile trail breaking crusade.” Second was the team of Paul Shorrock, Fran LeSourd and Ted Lewis, which finished seven and one half minutes later. Third was the team of Hans Otto Giese, Norval Griggs and Fred Ball, who finished one minute and 20 seconds after the second place team. No Patrol Race was held in 1934.²⁵



Winning team in the 1932 Patrol race - Norvall Grigg, Hans Otto Giese & Fred Ball.

In December 1934, the Seattle Times published an article about the Mountaineers plans for

²⁴ Ball, *The Story of Meany Ski Hut*, Mountaineer Bulletin, 1956, page 55, Alpenglow.org/ski-history/notes/period/mtneer-b/.

²⁵ Alpenglow Ski History, Mountaineer Annual 1931, page 76; Mountaineer Annual 1932, page 38; *Mountaineers Hold Races*, Seattle Times, February 6, 1933 (page 14); Alpenglow Ski History, Mountaineer Annual 1934 page 25.

the New Year holiday, which many members would spend at Snoqualmie Lodge or Meany Ski Hut. Snoqualmie Lodge was located in the heart of the Cascades, two miles from the Pass on a “fine ski trail.” It could also be reached from Denny Creek by a steeper and more direct route. The attractive Lodge was built of huge logs, and had a large room for dining and recreation, with a mammoth fireplace and many windows affording a “magnificent view of the surrounding peaks of the Cascade Mountains.” There was a kitchen and sleeping quarters for 70 men and women. A cook and caretaker lived at the Lodge year around, and “meals are always plentiful and good and very reasonable.” The Meany Ski Hut was located at the eastern end of the Stampede Pass tunnel, and was a very popular skiing center in winter. It was smaller than the Lodge but more accessible since it was a few minutes walk from the Northern Pacific station at Martin. It could hold 28 men and 28 women. Both cabins were in ideal ski terrain. The Snoqualmie Lodge was close to Silver Peak Basin, which provided “the finest skiing in the Snoqualmie Pass region.” Meany Hut was famous for its “Half Acre,” the steep “Lane,” and the wide, unwooded expanses of “Power Line Hill.” A 20-mile Ski Patrol Race was held each year along the Cascade crest separating the two lodges.²⁶

The 1935 Patrol Race was held the second weekend of February, which the Seattle Times called

an eighteen-mile grind along the crest of the Cascades between Snoqualmie Lodge and Meany Ski Hut at Stampede Pass...Patrols of three men, carrying ten-pound packs and specified equipment, compete in this unique event, which is patterned after European military patrol races. Proceeded by a trail-breaking crew which will have several hours start, the patrols will leave the lodge at 3,100 feet elevation to follow the permanently marked but newly broken trail over rugged country that will take them as high as 4,500 feet near Tinkham Peak and as low as 2,900 feet near Meadow Creek Crossing.

The 1935 race was won by the team of Art Wilson, Bill Dengenhardt and Scott Edison, with a time

²⁶ *Mountaineers to Spend New Year's in Ski Togs*, Seattle Times, December 27, 1934 (page 8).

of five hours, 35 minutes and 22 seconds, finishing six minutes ahead of the team of Wolf Bauer, Bob Higman and Chet Higman. Third place was taken by the team of Don Blair, Tom Hill and Scott Osborn. “Herb Strandberg, chief trailbreaker, and his assistants, Jim Bissell, Jim Martin and Art Winder, laid a perfect trail to follow.”²⁷

²⁷ *Patrol Race Sunday*, Seattle Times, February 15, 1935 (page 14); *Patrol Race Successful*, Seattle Times, February 18, 1935 (page 15) .

IV. SKIING GROWS IN POPULARITY IN THE EARLY 1930s

Following the lead of the Mountaineers, in the early 1930s, a number of new ski clubs were organized and built lodges on or near Snoqualmie Pass, where members could spend weekends enjoying the sport. Virtually every weekend, there were ski competitions between various clubs that were reported in the Seattle newspapers. The growing popularity of skiing is can be seen by the large numbers of articles in the local papers.

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 their base, and built a ski jump at Beaver Lake Hill, now part of the Snoqualmie Summit Ski Area. The club was able to obtain 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.²⁸

Beginning in 1930, the Seattle Ski Club held annual jumping competitions organized by Olav Ulland, which along with tournaments at Leavenworth and Cle Elum, attracted national caliber competitors. Jumpers hiked up the hill at Snoqualmie using skins to go off the jump, and traveled to all three areas to compete, In 1931, the 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

²⁸ Northern Pacific was contacted by a gentleman with the Norwegian-American Steamship Line that controlled considerable passenger business, “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.

the famous Hollmenkollen Hill in Norway.” Its 1931 tournament was a tryout for the 1932 Olympic games 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 Seattle Ski Club built a four story lodge at the Summit at the old Milwaukee Road Laconia rail stop.²⁹

Kendall Peak Lodge was built in 1930, by Seattle winter sports enthusiasts. The lodge had two and a half stories and accommodated twenty persons. It was located close to Snoqualmie Ski Park (opened in 1934), where they 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 1933 article listed the Seattle couples who spent their winter weekends there.³⁰

In 1931, the Sahalie Ski Club (originally called the Commonwealth Ski Club) built a lodge on what is now the Alpentel road. In 1932, the Washington Alpine Club (founded in 1916) built a lodge near Sahalie’s lodge. More ski clubs formed in the 1930s, all over the northwest, and held ski competitions against each other on many weekends in various ski locations, including Martin, that were covered by Seattle papers.

Starting in the 1931 -32 season, the road over Snoqualmie pass was plowed during the winter and kept open as much as possible. In 1934, paving of the road over the pass was completed, offering better access from Seattle. This allowed access by car to the Snoqualmie Pass lodges and ski areas, but the trip was still treacherous in the winter for drivers.

²⁹ Galvin, Dave, *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/.

³⁰ *Practice Yodeling, for Ski Days are at Hand*, Seattle Times, November 10, 1933 (page 20).

Articles in the Seattle Times illustrate how skiing was growing in popularity. In January 1931, the Times described the growth of local skiing.

January and February, and Vogue carrying pictures of sports at St. Moritz. January and February, winter's own months. The months of snow, as furry as it is deep; of fir branches with fingertips of ice; of air so sharp and clear that it hurts. Which is all very nice, except that west of the Cascades the snow weeps warm tears and it is only the mud that's fuzzy.

That is, up until five years ago. Now Seattle and its slightly less pretentious friends, Portland and Vancouver, have discovered winter in seven or eight places; the western haut monde migrates every week-end in cars and gets its fill of skiing, of tobogganing, of unexpected falls. And the smallest northeast children now grow up with the idea that snow is something besides the glitter that goes on Christmas trees. And everyone skis.

The article went on to describe skiing at Mount Rainier, which involved hiking six miles to Paradise on snowshoes, and spending all day on the ski run there. Ice skating took place at Goat's Lodge, the College Club's facility on Lake Keechelus. The Mountaineers had lodges on Snoqualmie Pass and one at Martin, near Stampede Pass. The Seattle Ski Club provided ski jumping for experts, and its tournaments included "pageantry of ski; and color - with expert ski jumpers and lovers of winter sports coming from Canada, from the East, and even from abroad," attracting a "following of two or three thousand people, and the bracing thrill of the cleanest of sports."³¹

In January 1932, the Seattle Times said "the whole world seems suddenly to have gone skiing." On November 10, 1933, the paper described excitement over upcoming ski season.

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.

³¹ *Whence Goes Western Haut Monde for Skiing*, Seattle Times, January 25, 1931 (page 25).

A fast new sport called slalom was becoming popular as

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.

In 1932, Mount Rainier National Park opened 15 cabins, 42 new cabins opened in 1933, and dozens of Seattle couples had leased quarters for the season at the new Winter Lodge which had 35 rooms, along with 37 rooms in the old lodge.³²

By 1932, several private homes had been built at the Summit, 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." Kendall Peak Lodge built by a number of Seattle couples "soon will be filled with enthusiastic skiers." The College Club lodge built above Keechelus 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. The Mountaineer's Snoqualmie Lodge was the oldest at the pass, and the club had a 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 build the prior year, just three miles below the summit. 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.³³

³² *Practice Yodeling, for Ski Days are at Hand*, Seattle Times, November 10, 1933 (page 20).

³³ *Practice Yodeling, for Ski Days are at Hand*, Seattle Times, November 10, 1933 (page 20).

On the weekend of April 15, 1933, a party of nine Mountaineers marked their 18 mile winter trail from Snoqualmie Lodge to the Meany Ski Hut. Heavy snows the past two winters had covered the markers previously installed. The party skied over the trail and installed markers every 300 feet, or at less distances so at least one marker would be visible at all times. The markers were made from tin shingles, bent and punched for nail holes, and over 500 were required. Due to the weight of the equipment they carried, the party had to spend the night in a snow hole at Yakima Pass.³⁴

Reflecting the growing popularity of skiing, in December 1933, the Seattle Parks Board obtained a permit from the Forest Service to establish a ski hill at Snoqualmie Summit, and a crew from the Civilian Conservation Corps cleared an area of the hill for skiing. On January 21, 1934, the Seattle Park Board opened a ski area at the summit of Snoqualmie Pass, called Municipal Park, at the old Milwaukee Railroad stop of Laconia. A Park Board report written in the spring of 1934 explained the reason for the project: "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. The Ski Park became an instant success, attracting legions of skiers to Snoqualmie Pass. In February 1934, the Park Department opened an indoor ski arena in an old skating rink in Seattle, where ski lessons were given to Seattle residents.³⁵

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

³⁴ Alpenglow Ski History - Mountaineer Bulletin, 1930 - 1939, *Notes*, August 1933 (page 3).

³⁵ Lundin, *Seattle's Municipal Ski Park at Snoqualmie Summit (1934-1940)*, Essay 10362, historylink.org.

Tacoma day at Paradise Valley, and Queen Marguerite Strizek who reigned at the opening of Seattle's Municipal 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." Luncheon speakers emphasized how popular skiing had become world-wide.

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.

Events scheduled for the second weekend of February 1934, show how popular skiing had become. The Northwest jumping championships were being held at Leavenworth; weekly slalom races were occurring at Paradise Valley; the Seattle Ski Club slalom race was at Beaver Lake, Snoqualmie Pass; and the Washington Alpine Club sponsored a climb into Commonwealth Basin. The Mountaineers fifth annual slalom and downhill races were held at Martin on the Northern Pacific line. Art Wilson won the Mountaineers' tournament, with victories in the slalom and downhill races.³⁶

In early February 1934, the Mountaineers held their third annual event at Meany Ski Hut at Martin, which featured a 3/4 mile downhill race with a 1,000 foot drop. The winner of the downhill race was awarded the Maxwell trophy, and the slalom winner received the Hayes trophy, both of which had been presented for five years. The following weekend, members of the Commonwealth Ski Club left the gals behind for its annual stag party at Stampede.³⁷

³⁶ *Portland Civic Leaders Lunch, Talk of Skiing*, Seattle Times, February 4, 1934 (page 21); *Wilson Victor in Ski Race Staged by Mountaineers*, Seattle Times, February 13, 1934 (page 14).

³⁷ *Leavenworth's List Includes National Aces*, Seattle Times, February 9, 1934 (page 10); *Skiing Goes ON; Paradise Folk Hold Slalom*, Seattle Times, February 15, 1934 (page 16).

The sixth annual Mountaineers Downhill and Slalom races were held at Martin the last weekend of January 1935, where Art Wilson defended his 1934 double championship win. The slalom course was set in the “Lane,” a more desirable location than the “Gully” where the race was held the prior year. The downhill covered 1,500 vertical feet, started in the woods on top of Meany Hill, had a long first run to the “Cornice” where racers took a sharp right turn that brought them to the “Lane,” where they had a choice of attempting it straight and heroically, or tail-wagging and safely to the finish at “Hell’s Half Acre.” In February 1935, the Mountaineers hosted a YWCA group of 30 “business girls” at its Martin lodge, “in the center of some of the finest ski terrain in the Cascades.” In March 1935, a party of Art Wilson, Bill Dengenhardt and Scott Edson won the Mountaineer’s Ski Patrol Race in a time of 5:35:22, beating three other teams. Only one team finished as a group, the others came to the finish line individually and had to wait for their missing members.³⁸

Skiing conditions were very good in the spring of 1936 at Snoqualmie Pass - good snow and cold temperatures. While the rest of the country was “linseeding 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 competed at the Summit’s Municipal Ski Park in jumping, slalom and cross-country, and men’s and women’s downhill races would be held at Paradise Valley. On March 22, the Pacific Northwestern Ski Association junior and senior jumping championships would take place on Snoqualmie Pass. On April 4 and 5, 1936, the Seattle Junior Chamber of Commerce Spring Ski Carnival would be held at Paradise Valley, and

³⁸ *\$10,000 Budget for Ski Event Given Approval*, Seattle Times, January 24, 1935 (page 18); *Ski Party*, Seattle Times, February 9, 1935 (page 5); *Alpenglow Ski History - Mountaineer Bulletin, 1930 - 1939, Notes*, March 1935 (page 4).

downhill and slalom tournament would be held at the Washington Ski Club. Ski competitions were expected to last until May.³⁹

³⁹ *Spring Skiing's Period Arrives*, Seattle Times, March 3, 1936 (page 17).

V. 1936 - MOUNTAINEERS APPLY FOR MEMBERSHIP IN THE PNSA & HOLD THE FIRST OPEN PATROL RACE

In 1936, the Mountaineers applied for membership in the Pacific Northwest Ski Association, and a copy of its application is part of the Bresko Collection which is in the possession of the Maybo family. The application described the Mountaineers' participation in the sport of skiing, which is a description of the history 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.

The club had a long history of holding ski competitions.

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...

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.

The Mountaineers sponsored ski lessons and created a system of marked cross-country trails around Snoqualmie Pass.

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..

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.

The Mountaineers had cooperated with the Washington Ski Club to obtain the National Ski Championships that were held at Mount Rainier in 1935. The appearance of Hannes Schroll at the event was “due solely to the efforts of the Mountaineer Ski Committee...The successes Schroll won in the tournament and the boost he gave to local skiing are well known.”⁴⁰

⁴⁰ On April 13 & 14, 1937, 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. There were 59 entrants, 8 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.. The three best skiers were “almost certain to be selected to the Olympic squad.” Local skiers Don Fraser and Darroch Crookes were eventually included in the 1936 U.S. Olympic team. Hannes Schroll from Austria won the 1935 slalom, downhill and combined championships, using the European skiing technique that “beats American methods all to pieces.” Skiers were expecting to see a radical change in ski technique as a result of his wins. Schroll used longer poles and skis, with bindings set in the middle, compared to the short poles and skis with bindings set back of the center of the skis used by the Dartmouth skiers. Where the best American skier, Dick Durrance, “clipped close to flags in the slalom race with only a hip wiggle or a tempo turn to miss them, Scholl swung wide,” Scholl skied in a “vorlage” position, with legs fairly straight, arms flung back and up, and ski poles held high. He also constantly shifted weight, “pumping rapidly - getting air under his skis, eliminating friction, picking up speed.” Seattle Times, January 23, 24, April 1, 10, & 16, 1935.



O. P. Dickert photo

Mountaineers Snoqualmie Pass Lodge, ca 1930s. Mountaineers Photo by O.P.Dickert.

1936 - Open Patrol Races Begin

The club's 1936 Patrol Race, which was only open to members had 18 miles of "perfect power snow," was won by the team of Wolf Bauer, Chet Higman and Bill Miller, "in the record setting time of 4 hours 37 minutes, 23 seconds." The old record was 5:32. Second was the team of Bill Degenhardt, Paul Shorrock and Scott Edson finishing in 5 hours, four minutes, 18 seconds. Third was the team of Erick Larsen, C. Spute and Arnold Webster finishing in 6:11:00.⁴¹

As part of its plan to join the PNSA, the Mountaineers sponsored its First Annual Open

⁴¹ *Woodward Leads Husky Skiers to Victory, New Record Set*, Seattle Times, February 17, 1936 (page 15).

Patrol Race, where three man patrols from outside clubs could compete, to take place on March 15, 1936. An letter the Mountaineers sent to ski clubs affiliated with the PNSA described the race. For the first time, the race would be run from its Snoqualmie Lodge to Meany Ski Hut at Martin, a change from the first five years of the race. “Under present conditions as determined from our recent club patrol race, this makes a better race course.” The winners of the 1936 club patrol race, “consisting of one expert and two average skiers, completed this course in the record time of 4 hours and 37 minutes over a marked and packed trail.”

Since 1930, the club had run a 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 which was based on military patrol races that were common in Europe. There would be no entry fee for the race for one patrol team from each club that was part of the PNSA. The Mountaineers would provide 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’s lodge. There would be a \$2.00 per man charge for meals and lodging. Competitors would receive Saturday night dinner and Sunday breakfast at the Snoqualmie Lodge, and a trail lunch.

The Mountaineer’s Snoqualmie Lodge was less than one mile from the Sunset Highway, two miles west of Snoqualmie Pass Summit. The parking lot was located well below the recent slide area in the Pass, and there was a well marked trail which took 40 minutes to cover. The lodge could also be reached from the Summit by hiking about two miles on the Beaver Lake trail. 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 Meany Ski Hut to the Cascade Slide on the highway (11 miles east of the Summit) took about an hour and was downhill or level all the way. Transportation in private

cars could be arranged from Seattle for \$1.50 round trip through the club. After the race, competitors' cars could be driven from the Summit to the Cascade Slide, or transportation would be provided back to their cars at Snoqualmie Summit.

Skiers had to be at least 20 years old. Roll call for the race would be at 8:45 am on Sunday, followed by medical exams and inspection of competitors' packs, and the race would start at 10:00.

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 is approximately 20 miles in length and ranges in elevation from 2,700 feet to nearly 5,000 feet.

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 new plumber's candles, 50 feet of 1/4 " manila rope, a first aid kit, a map of the district, an electric flashlight, a waterproof container containing strike-anywhere matches, and snow glasses. Clothing was prescribed by the Club, which had to consist of shoes, sox, underwear, pants or knickers, shirt or jersey, jacket or parka, headgear and mitts. In addition, each contestant had to carry an extra sweater or jacket, mitts and wool sox. Any type of pack could be used, but packs would be inspected and weighted before and after finish of the race. Any kind of skis could be used but racing skis were not recommended.

Artificial aids to climbing other than wax are prohibited...The entire course must be covered on skis. A competitor can exchange broken sticks or bindings but cannot change more than one broken ski. Waxing skis or repairing skis or bindings during the race must be done without the aid of anyone other than members of contestant's patrol.

Starting order would be determined by lot, and starts would be at intervals determined by the

Race Committee. The three skiers in each patrol had to start together, and the starting time was when the signal was given. Each patrol would be furnished with a map of the course, and would be checked at posts along the course, located at Baldy Pass, Mirror Lake, and Snoqualmie Lodge. All three patrol members must be checked in at the posts within an interval of one minute of each other, and all three members of a patrol had to finish within an interval of one minute, or the patrol would be disqualified. The patrol's finishing time would be the time when its last member finished.

A Ski Patrol Trophy would be won by the team with the shortest elapsed time. Names of the winning patrol would be engraved on the trophy, which would be held by the club sponsoring the team for the ensuing year. Medals would be given to the members of the winning patrol.

Five three men patrol teams entered the first Open Patrol Race run held on March 15, 1936, which was widely publicized. The Seattle Times said

on the theory that ski development lies in the presentation of problems difficult even to the superior skier, the Mountaineers present their own idea, next Sunday, of what it takes to make a skiing man: the 18-mile, three man Patrol Race...This is the Mountaineers' opening bid to all the clubs of the Pacific Northwest Ski Association. The Mountaineers were voted into that association a week ago at Mount Hood, Oregon. There are numerous obligatory details included in their invitation, sent to each of the member clubs of the association...

Suffice it to say that the race, difficult as it may seem, is more of a test of skiing than many that have preceded it. It runs from Snoqualmie Lodge of the Mountaineers to Martin; it contours that high, gleaming ridges of the Cascade Range; it goes from the low to the moderately high, back to the low, up to the high, and then sweeps down. "You push the middle valve here!" said Bob Hayes, director of skiing for the Washington Ski Club, who made a surveying trip along the course. "But you can't realize what's coming out until you've made the trip. It's marvelous."⁴²

The 1936 Open Patrol Race was described as the "nation's longest and hardest ski race." No one under 20 could enter, as the course was considered too severe for youngsters. The race was held

⁴² *Mountaineers' Ski Patrol Due*, Seattle Times, March 8, 1936 (page 19).

in less than perfect conditions, with warm weather and 15 inches of new snow. “Hard slogging” was the lot of the three man teams, in the first ever open Patrol Race held in the United States. “That made the competition add up to the strongest, and heaven help the unfortunate trail-breakers, who must make an eighteen-mile trail.” 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. “The eighteen-mile cross-country race is a tough race, particularly in the heavy snow that marked yesterday’s event. The Scandianian racers still know a great deal more about cross-country than the hometown boys.” 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 was convinced to return 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.

The same weekend, Don Amick of the Washington Ski Club tied with Scott Osborn of the Mountaineers in the downhill race at Paradise Valley.⁴³

1937 Patrol Race

In November 1936, the Pacific Northwestern Ski Association recognized the “grueling Mountaineers patrol race” from its summit lodge to the Meany Ski Hut at Martin, for the 1937 Northwest Championships. Teams were expected from at least six clubs, Cascade, Spokane, Leavenworth, Washington Ski Club, Seattle Ski Club, and the Mountaineers. Peter H. Hostmark, president of the Pacific Northwestern Ski Association, was leaving for Chicago for a National Ski Association meeting. Hostmark was prepared to invite the National Ski Association to hold its 1937 meeting in Seattle, and to present the bid of the Seattle Ski Club for the 1940 National jumping and cross-country championships and Olympic trials in those events.⁴⁴

The Second Mountaineer’s Open Patrol Race held on March 7, 1937, was described as “a grueling haul, designed only for the best cross-country racers of each club.” The teams started at five minute intervals beginning at 9:00 am, and because of the lateness that some teams finished the prior year, all teams not past the half-way mark by 2:00 would be turned back. The race was won by the Mountaineer’s team of Wm. A. Degenhardt, Scott Edson and Sigurd Hall, in a time of 5 hours, 12 minutes, 5 seconds on a crusty course. The Seattle Ski Club team of Roy Nerland, Ole Tverdal and Martin Tverdall was second, finishing in a time of 5:54: 20. The College of Puget Sound team was

⁴³ *Mountaineers’ Marathon Ski Racers All Set*, Seattle Times, March 13, 1936; *Patrol Race to Test Skiers on 18-mile Course, & Amick, Osborn Win Downhill*, Seattle Times, March 15, 1936; *Teams Set Out on Heavy Trip*, Seattle Times, March 14, 1936 (page 5); *Seattle Club’s Patrol Team in 18-Mile Victory*, Seattle Times, March 16, 1936 (page 15); *Alpenglow Ski History - Mountaineer Bulletin, 1930 - 1939, Ski Tips*, April 1936 (page 4).

⁴⁴ *Mountaineers’ Class Resumes, & Seattle Bids for Tourney*, Seattle Times, November 18, 1936 (page 32).

third, and the Everett Mountaineers were fourth.⁴⁵

⁴⁵ *Patrol Race Long*, Seattle Times, March 4, 1937 (page 20); *Patrol Teams Enter, Snoqualmie Pass*, Seattle Times, March 8, 1937 (page 14); *Alpenglow Ski History - Mountaineer Bulletin, 1930 - 1939*, *Ski Tips*, May 1937 (page 6).

VI. RAILROADS PROMOTE SKIING, ROPE TOWS ARE INSTALLED AT NW RESORTS, & NORTHERN PACIFIC OPENS MARTIN SKI DOME

A. RAILROADS PROMOTE SKIING

Railroads were key parts of early skiing in the Pacific Northwest, providing access to the local mountains before roads were kept clear in the winter. In the winter of 1931, the Snoqualmie Pass highway was plowed and remained open for the first time throughout the winter, providing access by car to the Summit for Seattle area skiers who came in droves for winter recreation. By 1934, the highway was paved from Seattle to Snoqualmie Pass.

The Northern Pacific Railroad promoted ski jumping tournaments at Cle Elum from 1924 to 1933, leased land to the Cle Elum Ski Club for a ski area on a ridge north of town, and provided the main transportation to them. The Great Northern Railroad assisted in the development of the Leavenworth ski jump and ski area, and provided transportation there from 1929 until after World War II. The Milwaukee Railroad provided access to ski jumping tournaments hosted by the Seattle Ski Club at Beaver Lake on Snoqualmie Summit beginning in 1929, and opened its own ski area at Hyak in 1938, the Milwaukee Ski Bowl with a J-bar lift, modern ski lodge and lighted hills for night skiing, becoming the first modern ski area in Washington that changed local skiing. These stories are told in other essays published on HistoryLink.org, the on-line encyclopedia of Washington History.⁴⁶

B. MOUNTAINEERS ACTIVITIES AT MARTIN AND SNOQUALMIE PASS

⁴⁶ 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-a30434#ixzz1cqcaUaof) <http://elizabeth-gibson.suite101.com/snoqualmie-pass-becomes-a-highway-a30434#ixzz1cqcaUaof>.; *Cle Elum Ski Club, 1921 - 1933*, Essay 10169; *Milwaukee Ski Bowl, 1938-1950: Revolution in Local Skiing*, Essay 100601; *Early Skiing in the Washington Cascades, Part II: 1938 - 1949*, Essay 103014.

CONTINUE - ROPE TOWS ARE INSTALLED

In 1935, the Mountaineers hired Nashie Iverson, wife of a Northern Pacific engineer, to be the weekend cook at Meany Ski Hut. She was the cook and “chief matchmaker” at the hut until the 1950s. She wrote an article for the Mountaineers annual in 1956, describing life at Martin.

I remember the first time I came to Meany. Never in my life had I met such a queer lot of people, was my first impression. Their garb surely set them apart as being out of the ordinary....It didn't take long to figure out that outdoor sports were not their only interest; they had an interest in everything! After my day's work, it was interesting for me to sit in the shadows and see the romantic intrigue among the bachelors and spinsters for there was plenty of it. No one paid much attention to the fact that they were being spied upon. My favorite vantage point was sitting underneath the dripping socks that hung over the old coal stove.

A mother once asked Nashie whether her daughter would be safe at Meany in the company of boys, but she was assured that “they're too tired to do anything anyway.”⁴⁷

The Mountaineers' activities at Meany Ski Hut in the winter of 1938, were covered by Seattle newspapers. In February 1938, Sahalie Ski Club braved stormy weather to defeat the Mountaineers in a slalom and downhill competition at Meany Ski Hut at Martin. Ed Link won the men's slalom and downhill races.

1938 Patrol Race

The Seattle Times described the tough conditions of the Patrol Race in February 1938, saying:

No audience will watch them, for their course doesn't run past any grandstand; but a small group at the finish will cheer six three-man ski teams...at Martin, far up in the Cascades, when they cross the line in the third annual Northwest Patrol Race championships.

They'll have earned it. To reach Martin, twenty miles from their start at Snoqualmie Lodge

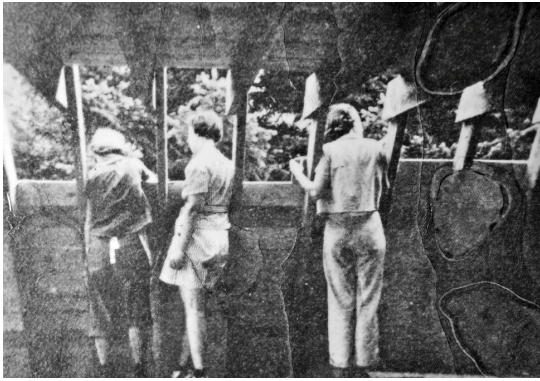
⁴⁷ Mountaineer Bulletin, April 1929; Ball, *The Story of Meany Ski Hut*, Mountaineer Bulletin, 1956, page 55, Alpenglow.org/ski-history/notesperiod/mtneer-b/.

of the Mountaineers, they must climb several times, to heights of 1,000 to 3,000 feet. They'll be downhill trails, of course...eleven miles in all. But they come dearly, when the teams are slugging their way along as fast as wind and muscle will permit.

Seven ski patrol teams entered in "the Pacific Northwest patrol race championships," including teams from Seattle Ski Club, Sahalie Ski Club, Field Ski Club of Conway, Mountaineers, two from the University of Washington, and the Washington Ski Club.

The 1938 race was tough, consisting of "twenty miles of ice." The race was won by the Mountaineer's team of Scott Edson, Sigurd Hall and Arthur Wilson in a time of 4 hours, 57 minutes and 45 seconds. "It wasn't the record, or even close to it, but it was for the sort of skiing conditions encountered." The University of Washington team consisting of Tom Hill, Walt Page and Harold Stack was second, with a time of 5 hours, 51 minutes. The Sahalie Ski Club team was third finishing at 6 hours, 6 minutes, and the Seattle Independents were fourth with a time of 6 hours, 10 minutes, 30 seconds. Two teams failed to finish, the Seattle Ski Club team (Roy Nerland, Erik Bolstand and Victor Larden), and the Field Ski Club of Stanwood. The Mountaineers continued to compete against other ski clubs, and ran its own ski races at Martin.⁴⁸

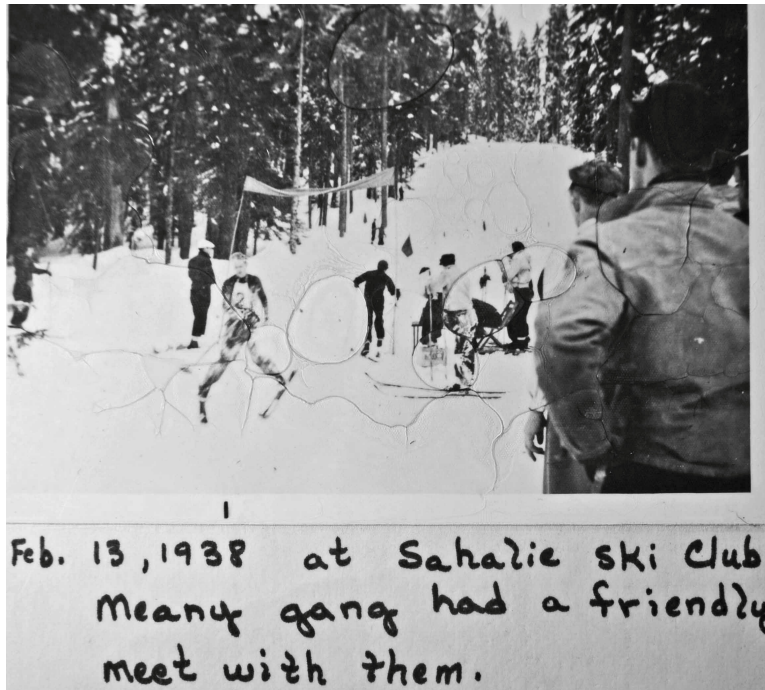
⁴⁸ *Sahalie Club Defeat Mountaineers*, Seattle Times, February 13, 1938 (page 13); *Patrols Ready*, Seattle Times, February 25, 1938 (page 24); *Patrol Race on Program Today*, *Patrol Race on Program Today*, Seattle Times, February 27, 1938 (page 16); *Ski Patrol Race Tough, Mountaineer Team Takes First Place*, Seattle Times, February 28, 1938 (page 14).



Work at Martin, 1938. Courtesy of the Steere family.



Competitors in 1938 Mountaineer's slalom race. Courtesy of the Steere family.



Feb. 13, 1938 at Sahalie Ski Club
Meany gang had a friendly
meet with them.
Mountaineers competition with Sahalie Ski Club, 1938, on Sahalie hill. Courtesy of the Steere family.

In addition to the opening of the Milwaukee Ski Bowl, northwest skiing was enhanced by rope tows that were installed at Snoqualmie Ski Park, Paradise, and Mount Baker for the 1937 - 1938 ski season. A ski area opened at Stevens Pass with a rope tow, and a new free rope tow was

installed by the Spokane Ski Club at Mount Spokane, bringing lift technology to Eastern Washington.⁴⁹ The rope tows were “[d]esigned to save skiers the long, weary uphill trek before the exhilarating downhill trip may be accomplished...Skiers could get downhill training without the long uphill climbs and sudden, weary-legged returns.”⁵⁰

The Mountaineers recognized the attraction of rope tows that were appearing in more and more areas, bringing a decline in ski touring and affecting the organization. In the autumn of 1938, Mountaineer members “labored mightily” to widen the lane at the Meany Ski Hut at Martin, and install a rope tow up the big ski trail that went about 65% up the hill, which brought “a major change in the Meany way of life.” The new ski lift was 835 feet long, rising 310 feet in two minutes, was powered by a Fordson Tractor, and was designed so skiers could get off at any level. In addition to the rope tow, its members also built a 15 x 20-foot log cabin to house its tractor power plant using trees that were removed when the lane was widened.⁵¹

In autumn of 1939, the Mountaineers recognized that the original concept for Meany Ski Hut as merely a shelter no longer met the demands of its members, and major changes were made to the facility. Members built a 24 x 30-foot, three-story addition to its Meany Ski Hut which increased its capacity to 75 people. The new addition had a basement containing a furnace, drying room, waxing room, and “at last” inside plumbing. The kitchen was moved to the west end of the

⁴⁹ Lundin, *Seattle's Municipal Ski Park at Snoqualmie Summit (1934-1940)*, Essay 10362, historylink.org; Mountaineer Annual, 1939, www.alpenglow.org/ski-history/notes/period/mtneer-a/mtneer-a-1930-39.html#mtneer-a-1939-p18.

⁵⁰ *Snoqualmie Gets Lift - With Lifts*, Seattle Times, November 11, 1937 (page 34).

⁵¹ *Another Lift for Ski Clan is Constructed*, Seattle Times, November 16, 1938 (page 17); Ball, *The Story of Meany Ski Hut*, Mountaineer Bulletin, 1956, page 56, & Kellog, *Meany Ski Hut Celebrated Fifty Years*, 1979, pages 85 - 88, Alpenglow.org/ski-history/notes/period/mtneer-b/.

building. The main floor had a recreation room with a ping pong table, a phonograph and space for dancing or games. The second floor became sleeping quarters for men, and the third floor had quarters for married members. A motor-generator and wiring were added for electric lights, replacing the gasoline lanterns previously used, “so life at Meany had indeed changed considerably.”⁵²

The Mountaineers “had excellent cooperation” from the Northern Pacific Railroad over the years, which continued to provide access to Meany Ski Hut at Martin. “Train schedules were convenient, allowing a full day of skiing plus time for dinner and cleanup. A special car was provided for parties of 15 or more and permitted all kinds of impromptu entertainment. Fares were high at first, around \$3.80 a round trip, but were negotiated downward from time to time to a low of \$1.80.”⁵³

1939 Patrol Race

Both the Seattle Times and P.I. described the difficulty of the race before the 1939 Open Patrol race. The Seattle Times said it was

slightly crazy to the lay skier, but maybe it’s time to deliver a short and not too heavy sermon on its excellence - and the serious purpose behind it all. The Patrol Race breeds weather-wise and snow-wise skiers. They are required by the rules of the race to carry all the equipment necessary for any unexpected but enforced delay in their travel; an ax; food; rope and supplies; an extra array of clothing. But to simplify their crossing of the Cascades’ rugged slope; they must also have snow-sense; how to wax for a twenty-mile journey; how to beat the dickens, but conserve enough strength for a stanch finish, in other words, how to conduct themselves in the mountains.

⁵² Ball, *The Story of Meany Ski Hut*, Mountaineer Bulletin, 1956, page 56, & Kellogg, *Meany Ski Hut Celebrated Fifty Years*, 1979, pages 85 - 88, Alpenglow.org/ski-history/notes/period/mtneer-b/.

⁵³ Ball, *The Story of Meany Ski Hut*, Mountaineer Bulletin, 1956, page 56, Alpenglow.org/ski-history/notes/period/mtneer-b/.

Mike Donahoe described the race's difficulties in the Seattle P.I.

Its an odds-on, mortal cinch that the most-tuckered out gang of ski racers in North America will huddle around a stove in Meany Ski Hut near Martin tomorrow at the close of the Mountaineers' fourth annual patrol race from Snoqualmie Pass. The Mountaineers' patrol race is an event unique in Northwest skiing. The patrol race is a copy of the annual free-for-all staged by the Alpine troops at the conclusion of winter maneuvers. It's a team affair. There is no such thing as an individual star in a patrol race. There may be..and often, too...a goat.⁵⁴

Seven three-man patrol teams entered the 1939 race, representing the Seattle Ski Club, Mountaineers, Washington Ski Club, University of Washington, Sahalie Ski Club, Field Ski Club, Penguin Ski Club, and an Independent team. Some clubs entered two teams. The race was won by the Seattle Ski Club team of Sigurd Hall (who changed his allegiance), Bert Mortensen and Roy Nerland, in a time of 4:59:20. Cheers were given to the trail-breakers for the race, Art Winder, Johnny James and Paul Shorrocks, had to precede the teams by an hour and a half breaking the trail for the following racers, and made the winners' speedy run possible.

A skier naturally travels faster on an already-broken trail; and by the time Winder's men had reached the summit of Dandy Pass and were on their way down, the racers were keening along, right back of them. It was a terrific battle. The trail-breakers punched along, fast as they could. But here came the Seattle Ski Club team, the eventual winner. They overtook the trail-breakers five minutes from Martin - and broke the rest of its trail in.⁵⁵

1940 Patrol Race

Seven teams entered the 1940 Patrol Race - the Washington Alpine Club, the Seattle Ski Club, Washington Ski Club, the University of Washington, Mountaineers, Ptarmigan Climbing Club,

⁵⁴ *Ski Teams To Race, 20-Mile Jaunt in Instructive*, Seattle Times, February 18, 1939 (page 10); *Uphill and Downdale: Patrol Race on Tomorrow*, Seattle P.I., February 18, 1939, *Alpenglow Ski History - Seattle P.I.* and *Seattle Times - Mountaineers Patrol Race*.

⁵⁵ *Ski Teams To Race, 20-Mile Jaunt in Instructive*, Seattle Times, February 18, 1939 (page 10); *The Timer Has the Last Word*, Seattle Times, February 21, 1939 (page 11); *Alpenglow Ski History - Mountaineer Bulletin, 1930 - 1939*, *Ski Tips*, April 1938 (page 4), & June 1939 (page 4)

and the Bremerton Ski Cruisers. “It’s quite a stunt, especially when one considers the fact that most of the Northwest skiers are apparently very much downhill-slalom minded and adverse to getting off the beaten practice slopes.” The Washington Alpine Club team (Carlton Greenfield, Grant Lovegren and Al Wilson) won the race over a mushy course consisting of 20 miles of rough going, in a time of 5 hours, 13 minutes. The defending champion team from Seattle Ski Club (Ole Teverdla, Erik Bolstad and Leif Flak) finished a half hour behind, followed by the the Washington Ski Club team (Bog Higman, Hugh Bauer and Otto Trott), who finished five minutes later.⁵⁶

1941 - Last Patrol Race Held

The 1941 Mountaineers Patrol race attracted five teams, including two 15th Infantry Army Ski Patrols from Longmire, as the Seattle Times said “the he-man wanted sign” went up. For the second time in two years, the Washington Alpine Club team won, finishing the “grueling” 18 mile course in five hours and 27 minutes. The team consisted of Al Wilson, Grant Lovegren and Carleton Greenfield, who two years before picked the patrol race as one event “in which they could beat the Fancy Dans of the ski sport.” “It was a nice day for a picnic, but not for eighteen long miles of langlauf...It was icy all the way except for a few open slopes which had been hit by the sun, and they were few and far too few.” The Army Ski Patrol team from Camp Nisqually, Mount Rainier, finished second, with a time of five hours and 46 minutes. The Mountaineers team was third, with a time of 5 hours, 59 minutes, 40 seconds. All five teams arrived at the finish within one hour’s time, but the Bremerton Ski Cruisers team (Jack Satland, Robert R., Henderson and Bob Johnson) and the University of Washington team (Bob Behnke, John Scott and John Woodin) were

⁵⁶ *Ski Patrols in Trek Tomorrow*, Mike Donahoe, Seattle P.I., March 2, 1940, *Alpenglow Ski History* - Seattle P.I. and Seattle Times - Mountaineers Patrol Race; *Alpine Club Skiers Win Patrol Race, 1939 Winners Finish Second in 20-Mile Race*, Seattle Times, March 4, 1940 (page 17).

disqualified when they got off course at Stampede and approached the Meany Ski Hut finish at Martin by the wrong route. “They deserve a cheer for their efforts ‘officially’ gone haywire.”

Legs were “shot” when the patrols reached the Meany Lane run to the finish line, check turns were difficult on the icy going, and most of the tired patrol members staged a sprawling act of the officials gathered at Meany Ski Hut.

But the main story is: Three fellows who climbed mountains together had an idea they could deliver the goods in a he-man event where no three-man patrol is stronger than its weakest link, and they proved it was a good idea for the second-straight year.⁵⁷

The 1941 Patrol Race was the last one held. In June 1941, the Mountaineers’ Board voted to discontinue the patrol races due to a lack of interest, as the Club’s Ski Committee reported on the general lack of interest in competition.⁵⁸

C. NORTHERN PACIFIC RAILROAD OPENS MARTIN SKI DOME

Northern Pacific Promotes Skiing at Martin

Interest in skiing continued to grow in the later half of the 1930s. Over the preceding 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 week-end 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.⁵⁹

Recognizing the growing interest in skiing, Northern Pacific encouraged skiing at its Martin

⁵⁷ *Mountaineer Patrol Race Slated Sunday*, Seattle Times March 4, 1941 (page 21), *Washington Alpine Patrol Repeats in Langlauf Ski Event*, Seattle Times, March 10, 1941 (page 17).

⁵⁸ *Alpenglow Ski History* - Mountaineer Bulletin, June 1941 (page 3).

⁵⁹ *Skiing Leads as Seattle’s Favorite Winter-Time Sport*, Seattle Times, July 24, 1938 (page 24).

stop at Stampede Pass, initially by providing limited accommodations where skiers could stay overnight. Skiers who traveled to Martin on the Northern Pacific Railroad could stay in bunk cars near provided by the railroad, which were parked on a railroad siding just east of the Stampede Pass tunnel. In 1936, the *Northwest Ski Guide* said, “Snow trains are not confined entirely to Boston and the east. At Stampede the railroad provides more than a dozen cars for accommodation, fitted with spring bunks, heating stoves, and free coal.”⁶⁰ Light refreshments were available at Martin, according to Jim Fredrickson, a retired Northern Pacific employee.



Martin, Stampede Pass tunnel, and bunk cars for skiers. Jim Fredrickson photo, courtesy of the Northern Pacific Historical Association.

A number of expeditions to Martin were reported in the local newspapers. For example, in December 1936, members of the Seattle Girl Reserves went on a ski trip by train to Martin on

⁶⁰ Walter B. Little - Personal Communication, Alpenglow.org/ski-history/notes/comm/little-walt.html; Alpenglow Ski History - Town Crier, Proctor, Gordon, *Northwest Ski Guide*, December 1936 (page 6).

Stampede Pass.⁶¹

An article in the Town Crier of December 1936, described skiing at Stampede Pass and Martin on the Northern Pacific railroad. "Snow trains are not confined entirely to Boston and the east." At Stampede the railroad provides more than a dozen box cars for accommodation, fitted with spring bunks, heating stoves, and free coal. Martin, a few miles east of Stampede, has similar accommodations as well as the Mountaineers' Meany Ski Hut.⁶²

Northern Pacific Opens Martin Ski Dome

In the fall of 1938, seeing the success of ski areas operated by its competitors the Union Pacific and Milwaukee Road, Northern Pacific considered building a major ski resort at Martin. The Seattle Times of November 16, 1938, had a special ski section with a series of ski related articles reflecting the area's excitement over the upcoming season.

Formal openings come later, but skiing is here. The skiers already have overrun Chinook Pass and Paradise Valley, Mount Baker's vast slopes and the wooded trails of Snoqualmie Pass. Shortly they'll overrun Paradise Inn and Mount Baker Lodge, the, a month later, they'll pour into competition..for this is another year when the Northwest entertains the nation, and the nation's great skiers.

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.

⁶¹ *Skiing Trip to Stampede Pass to be Tuesday*, Seattle Times, December 27, 1936 (page 35).

⁶² Proctor, Gordon, Town Crier, December 1936, page 6, Alpenglow.org.

Given the success of the Milwaukee Railroad's Ski Bowl development and the Union Pacific's Sun Valley resort, the 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." For the ski season of 1939 - 1940, 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 would be available the coming season (1938 - 1939), with a kitchen and room for 30 overnight guests. Two large living rooms with fireplaces, and bunks and couches will be installed in women's and men's dormitories. Skiers had to furnish their own bedding. Northern Pacific would 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 Martin 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, by rushing the construction of a base camp

in the fall of 1938. Engineers would be stationed there in the winter of 1939, to establish ground work for the following year's activity.⁶³

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.⁶⁴

The small Martin ski hut was built by Northern Pacific in the fall of 1938, to accommodate skiers wanting to stay overnight in the ski season 1938 - 1939, and the area became known as the Martin Ski Dome. Northern Pacific estimated the cost to build the small lodge to \$3,960: living quarters \$1,600; water supply; \$300; two fireplaces \$50; two ski-waxing tables \$50; painting the inside of the cabin \$200; and clearing land \$1,360. The actual cost was \$8,235 to build the lodge and the caretaker's cabin.⁶⁵

⁶³ *N.P. Under Way Now with Hut for Ski Gang*, (page 20), & *Two National Competitions, Northwest Lot* (page 17), Seattle Times November 16, 1938. Little more about Northern Pacific's development at Martin appears in the Seattle Times. There are references to Girl Scouts taking ski trips to the Martin Ski Dome on the eastern side of Stampede Pass in 1940 and 1941. Northern Pacific employee Jim Fredrickson worked at Martin in the 1940s, and photographed the lodge, skiers and trains used to reach Martin, and took his scout troop to Martin in the 1950s, and took photos of the lodge that burned down. Some of his pictures are available on the Northern Pacific Historical Association website (www.PNRArchive.org).

⁶⁴ *Martin Ski Work is On*, Tacoma News Tribune, November 10, 1938, www.alpenglow.org/ski-history/notes/ms/tpl-wa-sports-ski.html.

⁶⁵ Northern Pacific Archives, Minneapolis Minnesota, Box 134.K.4.10 (F), file #10159, Ski Facilities, Martin; letter to J.B. Poore, December 8, 1944.



Martin, caretaker's cabin in foreground and ski hut in background. Courtesy of Northern Pacific Railway Historical Association, Jim Fredrickson collection.



Northern Pacific caretaker's cabin at Martin. Courtesy of Northern Pacific Railway Historical Association, Jim Fredrickson collection

Installing a tow at Martin was critical to Northern Pacific's plans for the new resort. Northern Pacific looked into the purchase of a Sweden Speed Ski-Tow, manufactured by Sweden Feezer Manufacturing Co., Seattle Washington. It was a self-contained ski tow ready to be set up on any location, able to carry skiers at 500 feet per minute. Models were available for parties of two to thirty, and another for large clubs and commercial use. In November 1938, a "tram expert" representing the aerial tramway firm of Moss & Groshong, was in Seattle "discussing chair-lift plans for Martin" with Northern Pacific representatives. He would meet in St. Paul with other railway officials about the idea. Northern Pacific plans indicate that a Tandberg lift was the system chosen which would cost \$16,000 to install.



For the ski season of 1938 - 1939, Northern Pacific only provided limited facilities for skiers, and according to an internal document prepared in August 1939, only sought to provide

a means of access to the contemplated future skiing area, i.e., the bridge access across the ravine and the road to the lodge site, and shelter for our own engineering force, for expert skiers whose opinions and advice was desired and for selected groups from the general skiing public, whose reactions to the contemplated development was to be observed and cataloged. Practically no attempt was made at clearing hills or trails,. The "Double Cabin" erected was not properly finished, lacking particularly water supply, fireplaces, ski waxing facilities and inside painting.

A full time caretaker was employed at Martin during the 1938 - 1939 season

to shovel snow around the cabin, keep light fires going during the week to keep the rooms with contents dry and pack in water from a spring near Martin Station and over the week to assist the passenger department's representative in caring for the guests, such as beating down the trail from station to cabin, assist in unloading and handling food supplies and baggage, keep fires and lamps burning and clean up the rooms after the guests departure. The caretaker, during the past season, was one of the section laborers from Stampede, a young Italian, who had no difficulty in making arrangements for sleeping and eating with the Martin section crew. He was paid \$95 per month.

In addition, the railroad's passenger department employed a representative to make reservations and book tickets in Seattle during the week, and to handle all the arrangement for the groups traveling to Martin. He met with leaders of the groups before the weekend's travel, told them what equipment and supplies they needed to bring, and coordinated the shipment of supplies to Martin before the guests arrived. He traveled to Martin on Friday mornings to help the caretaker haul the supplies to the lodge, arranged the necessary beds based on the bookings, and "beat down" the snow that had fallen during the week on the runs and trails around the cabin. He met and assisted the guests as they arrived on the train, looked after them at the lodge, and explained what was necessary for cooking and sleeping. He assisted the guests in adjusting ski bindings, waxing, gave instruction about the use of skis and poles to beginners, organized and guided ski tours through the woods, and

took more experienced skiers on more ambitious trips over the dome. He also was required to assist guests “who for one reason or another fell by the wayside.”

Northern Pacific lost money operating the Martin Ski Dome in the winter of 1939, in spite of having 400 skiers stay at the lodge between Christmas and April 1. The season was operated

to the general satisfaction of all guests with no accidents or sour notes to mar the attempt to create a little good will for the N.P. Ry. Co. It must be kept in mind that this good will was purchased at a considerable expense for the N.P. Ry. Co. The cost of furnishing caretaker and passenger department representatives together with light, fuel and essential supplies ran in the neighborhood of \$1500 for the season with about \$1000 collected in lodging fees and train fares.⁶⁶

In the summer of 1939, Northern Pacific reassessed the decision to build a large ski lodge and make major improvements at the Ski Dome, and carefully analyzed the investment required, and the operating revenue compared to expenses.

Northern Pacific analyzed the cost of building the Milwaukee Road’s Ski Bowl at Hyak, and compared that investment with its projections of the cost of building a major facility at Martin. NP engineers estimated it would cost around \$69,200 to build a ski resort at Martin, and a budget of \$75,000 was suggested. It would cost \$35,700 to prepare the hill and install a lift, broken down as follows: \$16,000 to build a Tandberg lift - lift; \$8,500 to install a power line; \$4,200 to clear the land; \$3,500 to build a water supply; and \$3,500 for station ground improvements,. A lodge would cost \$20,000 to build with another \$10,000 for equipment and fixtures. A lodge for 160 people was planned to be 40 x 100 feet, with a first floor of 8,000 square feet. The attic could be used for dormitory and sleeping quarters for staff. The lodge would have a full basement and toilets, a waxing and drying room, heating plant and fuel storage, and rooms for a restaurant, supplies and

⁶⁶ Northern Pacific Archives, Minneapolis Minnesota, Box 134.K.4.10 (F), file #10159, letter to Mr. A. F. Stotler, August 8, 1939.

equipment. Space would be needed for parties to bring their own lunches. The first floor should have a cafeteria and recreation room. A tractor would be necessary to the transfer supplies and equipment to the lodge which would cost \$3,500.

The company estimated the costs of operating the lodge for a weekend, compared to the expected revenue. A nine car train would be required, containing a baggage car with racks for skis; a bar car; five coaches; a dining car serving breakfast and dinner; and an observation car. Employee costs were calculated (\$111.57), along with expected revenue for 150 passengers from the train and lunch at Martin (\$215), which resulted in a loss of \$76.57.⁶⁷ Lodge operations would run from Christmas to early April, and average 12 weekends. Trains would run on Saturdays, Sundays, and holidays. Attendants should be engaged from regular N.P. employees on days off from their regular work. A crowd of 200 on Saturdays and 600 on Sundays could be expected. The price of the tow would be 25 cents per ride, \$1.00 for a day, or \$1.50 for a weekend. Income would average around \$500 per weekend, and \$2,100 for the season of 12 weekends. Operating costs per season would be \$3,900 for power, attendants, maintenance, interest on investment, and amortization over 10 years.⁶⁸

The company determined that it would be necessary to have a woman matron or hostess at Martin since several of the groups were just girls. A married woman able to ski and meet the guests on a social level was required. The passenger department representative's wife did this work the prior season, "and earned her compensation, the price of a uniform, by looking after the comfort of

⁶⁷ Northern Pacific Archives, Minneapolis Minnesota, Box 134.K.4.10 (F), file #10159, Northern Pacific Ski Dome, Martin, Wash. - Estimated profit statement for one season's operation of proposed ski tow, August 7, 1939; teletype from Seattle July 17, 1939, to Mr. Stevens from W.C. Sloan.

⁶⁸ Northern Pacific Archives, Minneapolis Minnesota, Box 134.K.4.10 (F), file #10159, letter to Mr. A. F. Stotler, August 8, 1939; letter to Bernard Blum, October 9, 1939.

scores of young women who arrived at Martin without proper equipment or food and without experience in sort of roughing it.” Guests would expect improvements to both housing and accommodations and skiing facilities for the next season. Unless money could be found for improvements, the report recommended closing the area as a company sponsored project, and either renting the cabin to a group for the season, or removing the furniture and boarding up the lodge. The company decided not to close the lodge, and sought to employ a “well-balanced” couple to be caretakers for the following winter, preferably between the ages of 35 and 45 who could shovel the snow off the bridge and clear the path to the lodge, and keep fires up, etc.⁶⁹

Northern Pacific also 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. The 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. No figures were obtained concerning the ski tow operations at the Ski Bowl. 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. All remaining food was sent back to Seattle so there was little waste. Paris likely did

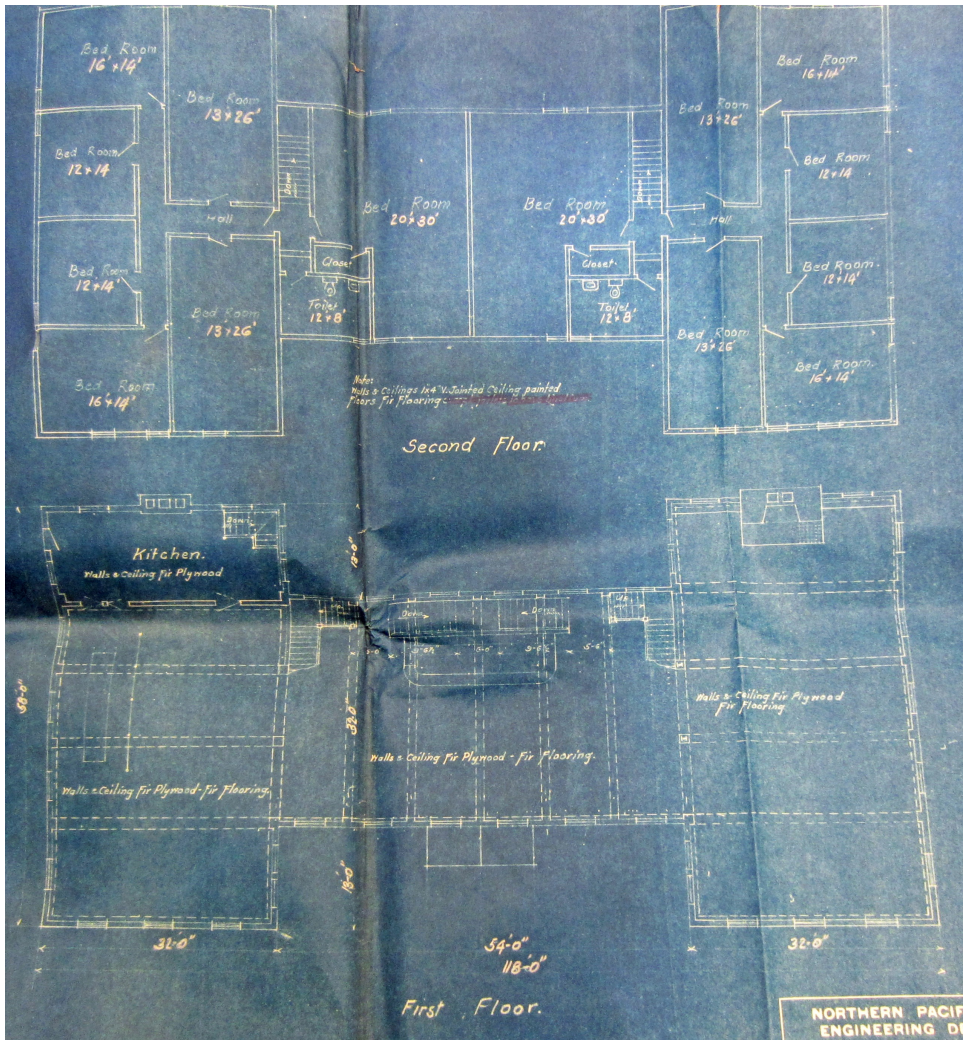
⁶⁹ Northern Pacific Archives, Minneapolis Minnesota, Box 134.K.4.10 (F), file #10159, letter to Mr. A. F. Stotler, August 8, 1939; letter to Bernard Blum, October 9, 1939.

not make money from his concession, but he considers it a medium of advertising. There were reports that the public felt they were “two-bitted” to death, and people suggested that if N.P. should go into the ski business, it should not allow concessionaires to handle services. 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. The Milwaukee Road handled 12,000 people in 1938, and 7,000 in 1939.⁷⁰

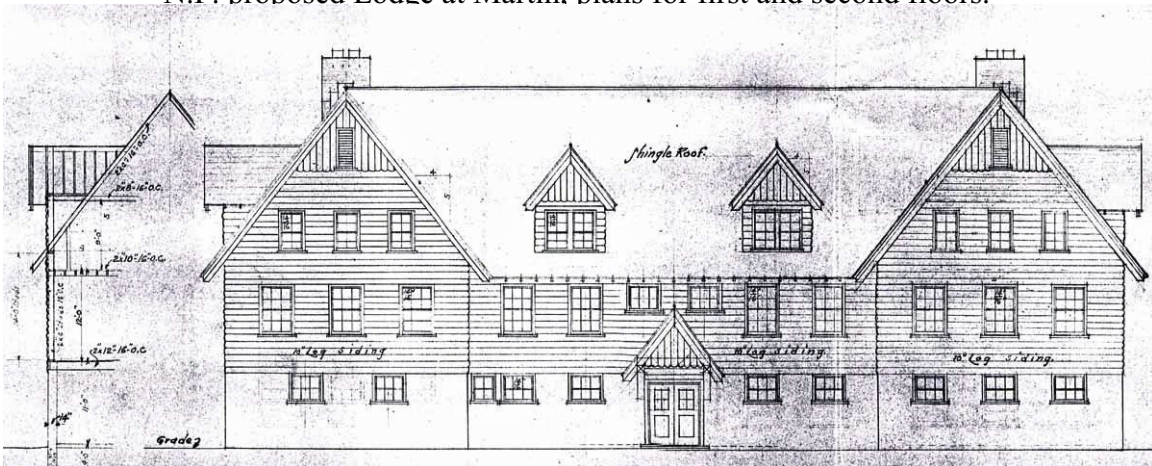
Designs for two ski lodges for Martin were drawn up, one for a larger lodge dated July 7, 1939, and a smaller version dated July 19, 1939.⁷¹

⁷⁰ Northern Pacific Archives, Minneapolis Minnesota, Box 134.K.4.10 (F), file #10159, letter to Mr. Bernard Blum, August 8, 1939.

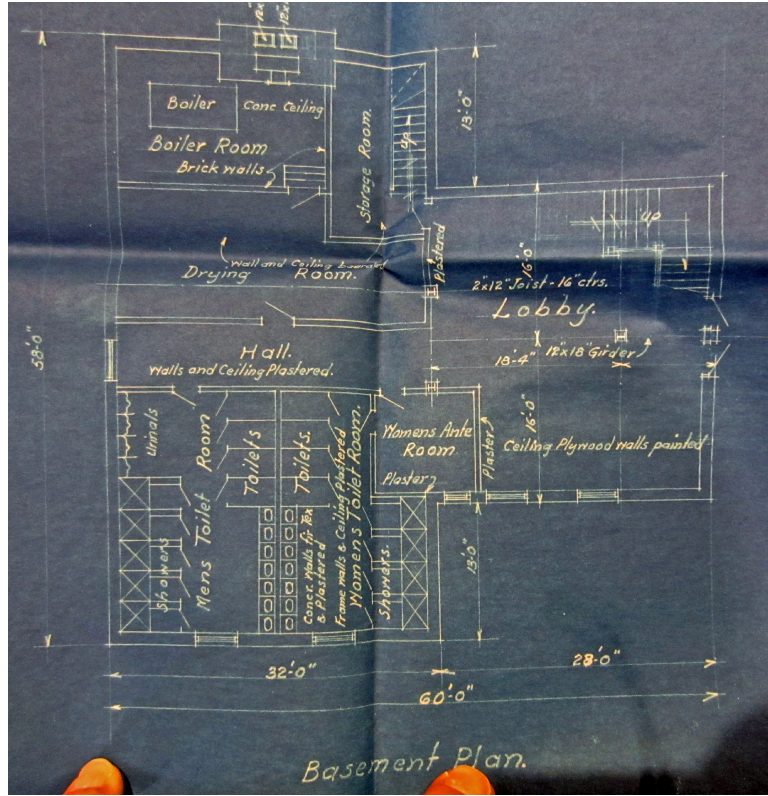
⁷¹ Northern Pacific Archives, Minneapolis Minnesota, Box 134.K.4.10 (F), file #10159.



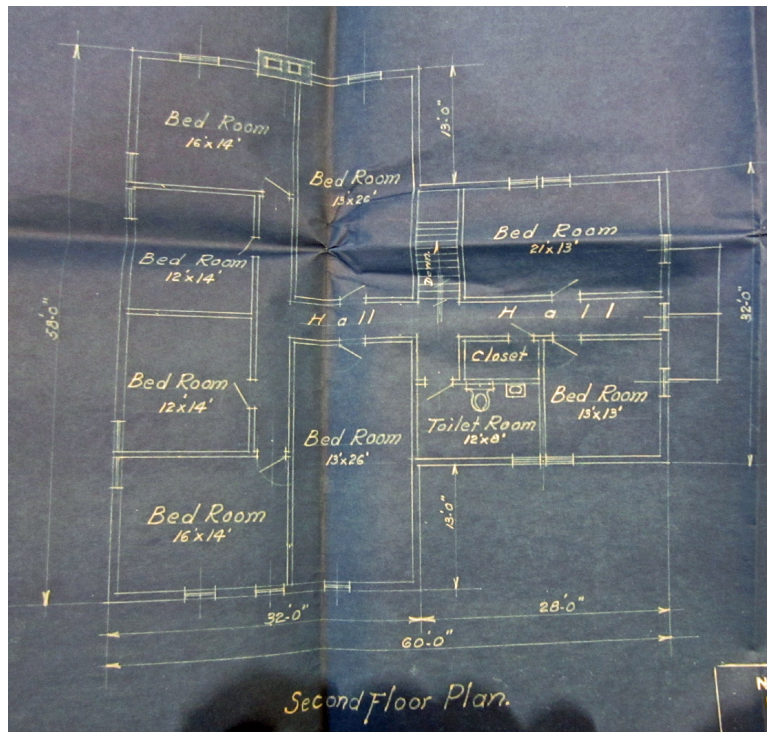
N.P. proposed Lodge at Martin. plans for first and second floors.



Northern Pacific design for skier's hotel at Martin. Courtesy of Northern Pacific Railway Historical Association, Jim Fredrickson collection.



N.P. lodge at Martin, proposal #2, basement.



N.P. lodge at Martin, proposal #2, first & 2nd floors.

The Campfire Girls held regular outings at the Martin Ski Dome from 1939 - 1941, which were described in the Seattle Times. In 1939, “registration for a ski outing at Martin Ski Lodge, on the east slope of the Cascades, were still being received today at Camp Fire headquarters. The girls will leave Tuesday, returning next Saturday.” In 1940, girls could go for either three days of the entire week. In 1941, thirty girls would leave by a special Northern Pacific train to the Martin Ski Dome for the annual Camp Fire Girls trip.⁷²



Northern Pacific station and train at Martin with skier unloading. Courtesy of the Northern Pacific Historical Association.

⁷² *Ski Outing in Cascades to be Well Attended*, Seattle Times, December 23, 1939 (page 12); *Special Train Will Take 30 Girls Skiing*, Seattle Times, December 22, 1940 (page 11); *Camp Fire Girls, Seattleites to Attend Parley at Reed College*, Seattle Times, February 9, 1941, (page 15).



Northern Pacific train and skiers at Martin. Jim Fredrickson photo, courtesy of Northern Pacific Railway Historical Association, Jim Fredrickson collection. There is a helper engine behind the main engine to assist the train up the grade from Lester to Martin.

Northern Pacific ran ads to the Martin Ski Dome. One day trips on weekends offered six hours of skiing, for a \$2 round trip ticket from Seattle. The Martin ski hut was available for overnight stays, and attracted a variety of Northwest skiers. Other Northern Pacific ads for the Martin Ski Dome advertised “Uncrowded Skiing! Now try the real wide-open spaces - plenty of room for long sweeping glides and thrilling cross-country runs. Variety is the spice of skiing - you’ll find it at the Martin Ski Dome.”⁷³ In February of 1940, the Martin Ski Dome train changed its leaving time. Instead of leaving Seattle at 8:45 am, it left Seattle at 8:00 am, arriving at Martin at 10:42 am, and arrived back in Seattle at 7:15 pm.⁷⁴

⁷³ Seattle Times, January 24, 1940.

⁷⁴ *New Year’s Day - Skis*, Seattle Times, December 30, 1940 (page 10).

New MARTIN SKI DOME



NOW OPEN!
FOR
One-Day Trips

Saturdays, Sundays
and Holidays

Skiers:

Here's the course you've dreamed about — the Northwest's fine natural area for winter sports. Many smooth, intriguing cross country ski-runs; high hills to test the skill of the most expert; low hills to thrill the newest beginner.

Cozy, warm shelter in especially equipped cars — lunches served at popular prices.

6 HOURS OF SKIING

Lv. Seattle 8:45 a.m.; Ar. Martin 11:27 a.m.

Lv. Martin 5:23 p.m.; Ar. Seattle 8:15 p.m.

Dining Cars on Both Trains — Reasonable Prices

Only \$2 Round Trip

From King Street Station



ELiot

MARTIN SKI DOME

Courtesy of Northern Pacific Railway Historical Association.

Jim Fredrickson is a retired Northern Pacific Railroad employee, who was worked at Martin between 1943 and 1949, and was stationed at Stampede at the west portal of the Stampede Pass tunnel between 1949 and 1950. In communications with the author in the winter of 2013, Fredrickson said Northern Pacific was jealous of the Milwaukee Road's Ski Bowl at its Hyak stop that was opened in January 1938, which was "well patronized," and was aware the success of Union Pacific's ski area at Sun Valley, Idaho. In response, Northern Pacific made plans to build a large lodge for skiers at Martin in 1939. However, the large lodge would cost around \$200,000, and the round trip fare of \$2.00 would never cover the expense, so it was never built. Northern Pacific instead built a small lodge in 1939, and a cabin for a caretaker to take care of the lodge. It was open only on the weekends, and Northern Pacific employees stationed at Martin kept an eye on the lodge, as well as the Mountaineer's Meany lodge, and kept trespassers away the rest of the week. On weekends, quite a few skiers came to Martin on Northern Pacific Number 4 in the morning, and went back to Seattle on Northern Pacific Number 5 in the afternoon. Around 3:00 in the afternoon, skiers would often show up at the Northern Pacific office or living quarters, to ask if they had any refreshments. The employees were not prepared to give away food, but in retrospect, Jim said he would have set up a concession stand and "raked in the profits." The winter of 1940, was a poor snow year and skiing was not good at Martin. When WW II broke out, skiing stopped and the Martin lodge was closed. The lodge was sold to the University of Washington after WW II, and was used for student skiing until it burned down in 1949. In 1960, Northern Pacific was talking to the Boy Scouts about having a camp at Martin. However, Northern Pacific lost its mail contract and trains #5 and #6 were cancelled, so the camp never became a reality.

D. SKIING CONTINUES UNTIL W.W. II

In the fall of 1939, the Milwaukee Railroad spent \$15,000 building a giant ski-jump and improving the hill at the Ski Bowl, which was the site for jumping events of the National Four-Way Ski Championships in March 1940. A rope tow was built to hoist skiers to the top of Rocky Point.

**Opening soon
for a new season
of thrills . .**



**SNOQUALMIE
SKI BOWL**

\$1.25* round trip on Snow Trains

THE Milwaukee Road's popular ski bowl in the heart of the Cascades is all set to bring you a winter of finer sport than ever before. Look what you get:

- Smooth, wide trails for beginners and expert skiers.
- Two high speed, electric lifts to give you more fun with less work.
- The West's finest jumping hills designed by Peter Heutmark; A and B jumps and juvenile jumps for beginners.
- Miles-long Rocky Point trail and rolling Kachelous ski runs.
- Slopes lighted for night skiing.

*Federal tax not included



NEW FUN, NEW ENTERTAINMENT

This year, Olaf Ulund will provide free instruction on the juvenile jump every Sunday. And there will be free jumping exhibitions by members of the Seattle Ski Club.

Open Great Slalom will be held every Sunday—a thrilling exhibition under direction of Kai Sverson.

All activities can be viewed from the big, comfortable lodge which will continue to offer ideal facilities: huge lounge with fireplace, easy chairs and card table; waiting room; checking room; open air sun porch; cafeteria-restaurant Ben Paris good meals at popular prices.

MODERN SNOW TRAINS—LOW FARES

Electrically operated Milwaukee Road trains have warm, up-to-date coaches, recreation car and lunch facilities.

Hall fare for children under 12
Students, ages 12 to 17 — \$1.00* Saturday only

TRAIN SCHEDULES—SATURDAYS AND SUNDAYS
Weather permitting

GOING		RETURNING	
Lv. Seattle	8:30 am	Lv. Ski Bowl	5:00 pm
Ar. Ski Bowl	10:30 am	Ar. Seattle	7:00 pm

For additional information ask any Department of Sporting Goods Store or City Ticket Office.
Fourth Avenue and Union Street (Milton 2862). Phone 5136 6435.
Cable Station, Pasati and Portnet, Puget Sound Area.

The **MILWAUKEE ROAD**

The National Four-Way Championship was held between March 13 - 17, 1940, and the events were split between three different areas. Downhill and slalom races were held on Mount Baker, the cross-country race was held on Snoqualmie Pass, and the tournament concluded with a jumping competition held at the Milwaukee Ski Bowl. Skiers from all over the country came to the Northwest to compete. The Milwaukee Road operated special trains to take spectators to the Ski

Pass, leaving every ½ hour beginning at 8:30 am. Huge crowds attended. Twenty jumpers competed on the Class A jump on the Milwaukee Ski Bowl's Olympian Hill, which had not been tested before in competition. Torgle Torkle, a Norwegian living in New York, had longer combined jumps than did Alf Engen, who taught skiing at Sun Valley, but Engen was declared the winner as Torkle "failed to display the form" shown by Engen. "Form scored over distance" announced the Seattle Times. In ski jumping, points are awarded for form as well as distance, so Engen won the event getting more form points than Torkle. Engen, "the stocky skiman from Sun Valley went off with the works," winning the overall title in the Four-Way Competition. "The newsreel boys, always looking for the spectacular, were disappointed when only one spill was forthcoming in the Ski Bowl's jumping events."⁷⁵

In spring of 1940, the Seattle Park Department got out of the ski business, after Seattle 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 that it had run since 1934, was taken over by a private company, the Ski Lifts, Inc., which had built the rope tow and run the concessions since January 1938, and the area was renamed Snoqualmie Summit Ski Area.⁷⁶

In the fall of 1940, Sahalie Ski Club installed its own rope tow by its lodge in

⁷⁵ Seattle Times, March 1940, *National 4-Way Skiing Starts*, March 13 (page 23), *Slalom Race Due at Mt. Baker Today Downhill Race Won by Hall in Four-Way Series*, March 14 (page 29), *Engen Wins Slalom, Eyes 4-Way Title*, March 15 (page 28), *Cross-Country Today; Jumping Due Tomorrow*, March 16 (page 9), *Engen, Torkle To Hook up in Special Event*, March 17 (page 21), *There Goes that Record, Ski Leaper Makes Record of 288 Feet*, March 18 (page 19), & *The Timer Has the Last Word*, March 20 (page 20).

⁷⁶ 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/skihstory/chronology/Snoqualmie-info.htm.

Commonwealth Basin, on what later became the Alpentel road. The Seattle Times of December 8, 1940, reported *Sahalies Busy*. “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.” 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.⁷⁷

By the ski season of 1940 - 1941, skiing was a one million dollar industry in the Northwest. 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, Leavenworth, and others.⁷⁸

The Mountaineers held a gala New Year’s celebration at Meany Ski Hut on December 31, 1940. “New Year’s Day - Skis. Those words are synonymous for The Mountaineers for the New Year’s party in Meany Ski Hut at Martin ushers in the organization’s skiing season as well as 1941. Members will arrive “in time to celebrate with song and dance in the hut’s spacious new recreation room.” Ski lessons were provided for the beginner and the advanced skier.⁷⁹

In January 1941, the Mountaineers hosted the Washington Alpine Club for a weekend of dancing and entertainment at Meany Ski Hut, and an informal ski meet of downhill and slalom races for both men and women on Meany Lane. The same weekend, Sahalie Ski Club staged the first

⁷⁷ Galvin, David, *Early Ski Tows*, Sahalie Historical Note #6..

⁷⁸ *Skiing is New \$1,000,000 Industry in Northwest*, Tacoma News Tribune, April 22, 1941; Alpenglow Ski History - Tacoma Public Library - Clippings.

⁷⁹ *Listening Around the Town*, Seattle Times, December 30, 1940 (page 10).

major Pacific Northwest Ski Association meet with the running of the P.N.S.A. cross-country championships at Snoqualmie Pass. Later in the month, the Mountaineers held a special ski night at the Milwaukee Ski Bowl, with a special train leaving Seattle at 6:30 pm, and returning at midnight.⁸⁰

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. A Great Northern Railroad special train left 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. On February 9, Torkle had a “mighty leap of 273 feet,” setting a new North American record, to the great satisfaction of the Leavenworth Ski Council and the many spectators.⁸¹

At the National Jumping Championships at the Milwaukee Ski Bowl, hosted by the Washington Ski club on March 3, Torgle Torkle, “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*. Alf Engen was second, and Arthur Devlin of Lake Placid was third. Torkle said that he wanted to be invited

⁸⁰ *Mountaineer News & Cross-Country Due*, Seattle Times, January 12, 1941 (page 15).

⁸¹ Seattle Times, February 1941, *Tokle Leavenworth Head Man, N.Y. Jumper's Form Reported Much Improved*, March 7 (page 25), *Tokle Beats Jumping Mark in Practice, New York Star Hits 273 Feet at Leavenworth*, March 8 (page 9), *Leavenworth's Annual Classic Beckons Crowd*, March 9 (page 19), & *Tokle Outjumps Engen, Soaring Ski Star Sets New U.S. Record, 273 Feet, at Leavenworth*, March 10 (page 17).

back next year, and if the takeoff was moved back 30 feet, he could jump 325 feet.⁸²

The 1941 Mountaineers Patrol race in March attracted two 15th Infantry Army Ski Patrols from Longmire, as the Seattle Times said “the he-man wanted sign” went up. For the second time in two years, the Washington Alpine Club team won, finishing the “grueling” 18 mile course in five hours and 27 minutes. The team consisted of Al Wilson, Grant Lovegren and Carleton Greenfield. “It was a nice day for a picnic, but not for eighteen long miles of langlauf...It was icy all the way except for a few open slopes which had been hit by the sun, and they were few and far too few.” The Army Ski Patrol team from Camp Nisqually, Mount Rainier, finished second, with a time of five hours and 46 minutes. The University of Washington team was disqualified when they got off course at Stampede and approached the Meany Ski Hut finish at Martin by the wrong route.

Legs were “shot” when the patrols reached the Meany Lane run to the finish line, check turns were difficult on the icy going, and most of the tired patrol members staged a sprawling act of the officials gathered at Meany Ski Hut.

But the main story is: Three fellows who climbed mountains together had an idea they could deliver the goods in a he-man event where no three-man patrol is stronger than its weakest link, and they proved it was a good idea for the second-straight year.⁸³

The National downhill and slalom championships were held in Aspen Colorado the same weekend as the Patrol race, and four Seattle skiers were entered, Bill Redlin from the University of Washington, and three from the Washington Ski Club, Shirley McDonald, Hugh Bauer and Bill Taylor. They also planned to compete in the Far West Kandahar at Yosemite and the National Four-

⁸² Seattle Times, March 1941: *Bowl Hill Ready for Title Jumps, Tokle Scores 225-Footer in Practice Leap*, March 1 (page 9), *Tokle Makes 276-Footer Leap*, March 2 (page 14), *Ski Leaper Gambles, Makes Record Flight of 288 Feet for Title*, March 3, 1941, *Sitzmarks and Remarks*, Chick Garrett, Seattle Times March 4, 1941 (page 21).

⁸³ *Mountaineer Patrol Race Slated Sunday*, Seattle Times March 4, 1941 (page 21), *Washington Alpine Patrol Repeats in Langlauf Ski Event*, Seattle Times, March 10, 1941 (page 17).

way Championship in Sun Valley between March 20 and 23, 1941. Tony Matt from Austria won the Aspen event, Dick Durrance was second, “but the boy who deserved greater acclaim was young Bill Redlin of the University of Washington, who finished third to those two headliners and successfully defended his United States amateur title.⁸⁴

⁸⁴ *Four Seattle Skiers in National Meet*, Seattle Times March 4, 1941 (page 21); *Redlin Takes U.S. Amateur Ski Crown, Toni Matt Wins National “Open” Title at Aspen*, Seattle Times, March 10, 1941 (page 17).

VII. SKIING DURING AND AFTER WORLD WAR II

A. SKIING IS HALTED DURING W. W. II

World War II interrupted normal activities in Seattle, along with the rest of the country. Skiing virtually stopped 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. During the war years, gas rationing made trips to the mountains difficult. Access to the Meany Ski Hut at Martin by Northern Pacific train made trips the salvation for skiers, until the trains were rescheduled because of the war effort, making travel inconvenient. In December 1942, the Milwaukee Railroad shut down its Ski Bowl at Hyak and committed its resources to the war effort. Skiing at Mount Rainier and Mount Baker also stopped during the war.

In 1942, Chauncey Griggs sold his stock in Ski Lifts, Inc. to Rance Morris and Webb Moffett for \$3,500, and Moffett and Morris took over control of the company and continued operations at the ski area at Snoqualmie Summit. Webb Moffett described how the Summit Ski area survived during WW II in spite of the rationing imposed by the federal government.

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.

In the winter of 1941 - 42, Army ski troops trained at Mount Rainier taking advantage of the conditions that had attracted local skiers there for years, claiming the use of the rope tows at Paradise during the week, but members of the public were able to use them on the weekends. The road to

Paradise was not kept open between the winter of 1942 - 43 and the end of the war. The U.S. Army's ski troops became the 10th Mountain Division and was transferred to Fort Hale, Colorado in 1943.⁸⁵

Sahalie Ski Club was a leader in developing the "service skiing program," bringing service men to its lodge to get away from the war for a few days. "Sahalie Ski Club, which quietly has been playing an important role in making skiing possible for service men in the Seattle area, will be host to another Uncle Sam contingent today...." "[Pacific Northwest Ski Association] officials will meet... to discuss furthering the service skiing program in which Sahalie has taken the lead. 'It's Sahalie's policy to house as many service skiers as can come to the Summit,' Most of the service men who are guests have never had skis on before, and many have never seen snow."⁸⁶

Two ski lodges on Snoqualmie Pass burned down during the war. On April 16, 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 lodge had sleeping accommodations for 85, had been used for many ski parties for service men that year, and it would have been used as 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 at the present time. The loss was estimated at \$20,000, and the club had \$5,000 of insurance.⁸⁷

⁸⁵ *Happiness is Skiing at Meany - Or Where Else Can you Find a 2 ½ Mile Long Rope Tow?*, Mountaineer Bulletin, 1968, page 84, Alpenglow.org/ski-history/notes/period/mtneer-b/; Moffett, *A Brief History of Skiing in the Northwest*, Puget Soundings Magazine, 1978; Galvin, *The Ski Troops of WW II*, Sahalie Historical Note #15..

⁸⁶ "Ski Stars Jump Today," *Seattle Times*, February 14, 1943, pp. 5, 8.
21 "Preps to Ski Today; Hostmark in Army," *Seattle Times*, February 28, 1943, p. 7.

⁸⁷ *Fire Destroys Pass Ski Lodge*, *Seattle Times*, April 17, 1943 (page 5); *Weide Elected Sahalie Prexy*, *Seattle Times* April 10, 1943 (page 8).

MOUNTAIN CLUB BURNS



In autumn 1943, the Mountaineers extended its rope tow at Meany Ski Hut at Martin to the top of the lane, and a safety gate was added for safety. In autumn 1944, the basement at Meany was extended by digging under the original portion of the building, and a drying room was built. The Mountaineers Lodge at Snoqualmie Summit did not fare so well. 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.⁸⁸

The only 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. *Seattle Times*, October 16, 1943.

In 1945, North American champion jumper, the “human airplane,” Torger Tokle, was killed in Italy fighting with the 10th Mountain Division.⁸⁹ In 1941, Tokle had a jump of 288 feet at the Milwaukee Ski Bowl, setting a North American record.

B. SKIING RESUMES AND GROWS AFTER W. W. II

Skiing resumed and expanded after World War II, as men returned from the war and the country tried to get back to normal. 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 night skiing were installed at the Snoqualmie Summit ski area. In January 1945, the Associated Students of the University of Washington bought the Martin Ski Lodge from Northern Pacific Railroad, and the Stampede Pass area became the center for student

⁸⁸ Kellog, *Meany Ski Hut Celebrated Fifty Years*, 1979, pages 85 - 88, Alpenglow.org/ski-history/notes/period/mtneer-b/; *Mountaineers’ Lodge Burns at Snoqualmie*, *Seattle Times*, October 3, 1944 (page 8).

⁸⁹ *Husky Winter Sports Club Booms Skiing for Campus Athletes*, *Seattle Times*, September 16, 1945.

skiing activities. In the fall of 1945, the Mountaineers installed a new high-powered ski lift at their Meany Ski Hut at Martin, which was ready for the first snow. 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.⁹⁰

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 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

⁹⁰ *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/.

would be a “big improvement over the herring bone for hill-climbing skiers.”⁹¹

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.⁹²

In November 1945, the 25 members of the Pacific Northwest Ski Association, that had been inactive during the war, met to set the upcoming ski season’s schedule of competitions, 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 the parks to

⁹¹ *New Facilities in Store for Schuss Artists*, Seattle Times, September 16, 1945 (page 23).

⁹² *Talbot Trophy Race May Draw Nation’s Best*, Seattle Times (page 23).

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 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, 1946.⁹³

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.⁹⁴

The road to Paradise was closed between the winter of 1942 - 43, and the end of the war. In the March 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 whether Ski Lifts, Inc. 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, reserving that right for the park concession.⁹⁵

For the ski season of 1946 - 1947, the Milwaukee Road Railroad resumed operations of the

⁹³ *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).

⁹⁴ *Club Booms Skiing for Campus Athletes*, Seattle Times, February 3, 1946 (page 41).

⁹⁵ *Alpenglow Ski History - Theodore Catton, Wonderland: an Administrative History of Mt. Rainier National Park* (pages 408, 415).

Ski Bowl, changing the name from “Snoqualmie Ski Bowl” to “Milwaukee Ski Bowl” to eliminate confusion with the Snoqualmie Summit ski area. The first high-capacity ski lift on Snoqualmie Pass, named the Talley-Ho SkiBoggan, was installed at the Ski Bowl in 1946. It was a surface lift that could carry 1,440 skiers per hour, designed by Keith Talley of Seattle.⁹⁶

Also for the ski season of 1946 - 1947, Ski Lifts, Inc, headed by Webb Moffett, 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.” The Summit’s ski area had been tripled, and three lifts were added, for a total of eight rope tows that could carry 6,500 skiers an hour. “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.” 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. The Times said there would be two top-flight ski centers on Snoqualmie next winter, the Summit, and the Milwaukee Ski Bowl which was being enlarged and improved after a four-year, war enforced closure. “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.”⁹⁷

In the fall of 1947, Ski Lifts, Inc., the operator of the Summit ski area, installed two rope tows at the Blewett Pass summit, near the Top of the Hill Lodge. New ski area was expected to attract scores of East Side skiers who ordinarily ski at Stevens Pass. For the Eastern Washington

⁹⁶ Lundin, *Milwaukee Ski Bowl, 1938-1950: Revolution in Local Skiing*, Essay 100601, historylink.org.

⁹⁷ *Eight Rope Tows at Snoqualmie to Haul 6,500 Riders an Hour*, Seattle Times, October 23, 1946 (page 24).

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.⁹⁸

In 1947, Webb Moffett, along with Don Adams and Bruce Kehr, opened a small ski area at Cayuse Pass. It was operated as a family venture by Carl and "Mickey" Daniels from 1953 - 1958, providing three rope tows varying from 600 to 1,000 feet in length.⁹⁹

In 1948, the Mountaineers built a new Snoqualmie Pass lodge to replace the one that burned down during W.W. II. In 1945, the club bought approximately 77.44 acres of land from the Northern Pacific Railroad for \$1,100, located east of the Snoqualmie Summit Ski area, approximately 1,000 feet up the hill from the highway, just before Ray Tanner purchased property for Ski Acres. Seattle architect Tenny F, Bellamy did the final design for the new lodge after initial plans were drawn up by club members. Dave Lind, a Mountaineer, was awarded the contract to build a road into the lodge site and to clear the site for the lodge and ski hill. Most of the lumber to build the lodge came from trees cut from the site, which was milled at the Preston Mill, owned by Lind's father. The mill kept some of the timber from the site, which paid for the milling services and in addition, the club received \$1,290. The lodge was built with volunteer labor beginning in 1948. The concrete foundation was mixed and poured by hand. The one hired worker for the lodge set the footing for the chimney. A club member who was a stone-setter cut stone for the fireplace and chimney. Club carpenters build the cabinetry, tables and benches for the lodge, and club members did the electrical and plumbing work. 160 club members out of a membership of 1,600 participated in the lodge's

⁹⁸ *Snowflyers to Find Many New Runs at Blewett Pass*, Seattle Times, November 9, 1947 (page 40).

⁹⁹ *Cayuse Ski Area Northwest Champ For Snow Depth*, Northwest Skier, December 4, 1958 (p. 3), Alpenglow Ski History - Northwest Skier 1958-59.

construction.¹⁰⁰

C. 1945 - UNIVERSITY OF WASHINGTON BUYS MARTIN SKI FACILITY

As World War II was ending, the University of Washington rejuvenated its winter sports program for the ski season of 1944 - 1945, through the efforts of enthusiastic student skiers led by Jacqueline Montchalin. She arranged a meeting of students interested in skiing, and “the call was answered with enthusiasm.” She worked with the Husky Winter Sports Club (HWSC) which was founded in 1937, according to its website, but had been inactive during the war.¹⁰¹

A report of the Husky Winter Sports Club described activities taken during the ski season of 1944 - 1945, to bring skiing back to the campus.¹⁰² “Under the leadership of Jackie Montchalin the HWSC, which had been inactive since the start of the war, was reactivated in November [1944].” Officers of the club were elected, and the officers along with four club members formed the Advisory Council. Gus Erickson of the men’s physical education department became the faculty advisor. “The club’s constitution was not adaptable to the changed conditions of war time winter activities,” but the ASUW permitted the club to operate under an executive committee while a new constitution was written. The HWSC worked hard to get its members involved in skiing. The most pressing issue was to get its members to ski areas, so the HWSC organized a car pool, which was not very successful but it did get some members skiing. On January 1, 1945, the HWSC leased the Sahalie Ski Club hill, set up a ski lift and operated the hill for skiing for two and one half months.

¹⁰⁰ Mountaineers’ application to list the Snoqualmie Lodge on the Washington Heritage Register, Washington Office of Archaeology and Historic Preservation.

¹⁰¹ *Husky Winter Sports Club Booms Skiing for Campus Athletes*, Seattle Times, February 2, 1946 (page 41).

¹⁰² University of Washington Special Collections, *Report of the Advisory Council on the 1944 - 1945 Activities of the Husky Winter Sports Club*, accession Number 96-002, box number 8, Husky Winter Sports file.

Sahalie's Ski Lodge, which burned down on April 16, 1943, was not rebuilt until 1947.¹⁰³

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. The *UW Daily* of February 1, 1945 said the HWSC got another feather in its cap when it arranged to purchase the Northern Pacific ski lodge at Martin. Gus Eriksen of the men's P.E. Department and faculty advisor to the ski club "was the real motivating power of the deal." He was the "main negotiator" who brought the possibility of the area to the school after investigating it over Christmas. Negotiations for the purchase were nearly complete, and included the ski lodge, that could house 26 but it could accommodate 50 with improvements, and 137 acres. The land extended to an elevation of 3,700 feet and land adjacent to the lodge had been cleared by the railroad for skiing. Nearby hills were timbered and filled with trails. A committee would be set up to govern book the lodge, and formulate regulations to govern the area, consisting of representatives of the Men's and Women's Physical Education Department, Office of Student Affairs and the ASUW.

On February 7, 1945, the ASUW completed the purchase of the Martin Ski Dome from Northern Pacific, including the Ski Dome Lodge and Caretakers Cabin, furnishings and water system, together with the 137 acres of land it had leased the prior month. The purchase price was \$1,250. Later, the HWSC leased the Rustic Inn "several miles further on the Sunset Highway" for the use of its members. The Husky Winter Sports Club improved the Martin lodge, installed rope tows on the hill, and offered lessons to get students involved in skiing. From the ski season of 1944 -

¹⁰³ The HWSC Transportation Plan, dated January 17, 1945, grouped car owners in a pool. The car pool was to meet every Tuesday when the number of cars and the spaces available would be determined. Each car would go every fourth week, and cars would be rotated every week. The section leader would fill the cars with riders from his section, and would make a list of members planning to go skiing and whether they wanted instruction. Members who skied the prior week "will not have priority the following week." Members could get their tickets at the HWSC office on Thursday and Friday.

1945 to 1948 - 1949, the Husky Winter Sports Club and the Washington ski team used Martin as their home base. The ski hut burned down in 1949, and U. W. ski activities moved to Stevens Pass.

Documents provided by the Northern Pacific Historical Association include the sales document between Northern Pacific and the ASUW signed on February 7, 1945 for the Martin Ski Lodge and a nearby caretaker's cabin and 137 acres of land.

Those certain buildings known as the Northern Pacific Ski Dome Lodge and the Caretakers Cabin, including the furnishing, equipment and supplies connected therewith; also water supply system, including intake and pipe line, all located upon the following tracts of land in Kittitas County, State of Washington, to wit:

Those parts of the S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{2}$, E $\frac{1}{2}$ E $\frac{1}{2}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{2}$, lying south of the 300 ft. right of way for the Bonneville Power Transmission Line and north of the 400 ft. right of way for the Northern Pacific Railway, in section 37, Township 21 North, Range 12 East, W. M., containing 137 acres, more or less.

Consideration \$1,250

Note - By lease (T & M 2191) dated January 15, 1945 the Northern Pacific Railway Company leased to the Associated Students of the University of Washington tract of land described above for a two year period at an annual rental of \$25.00.

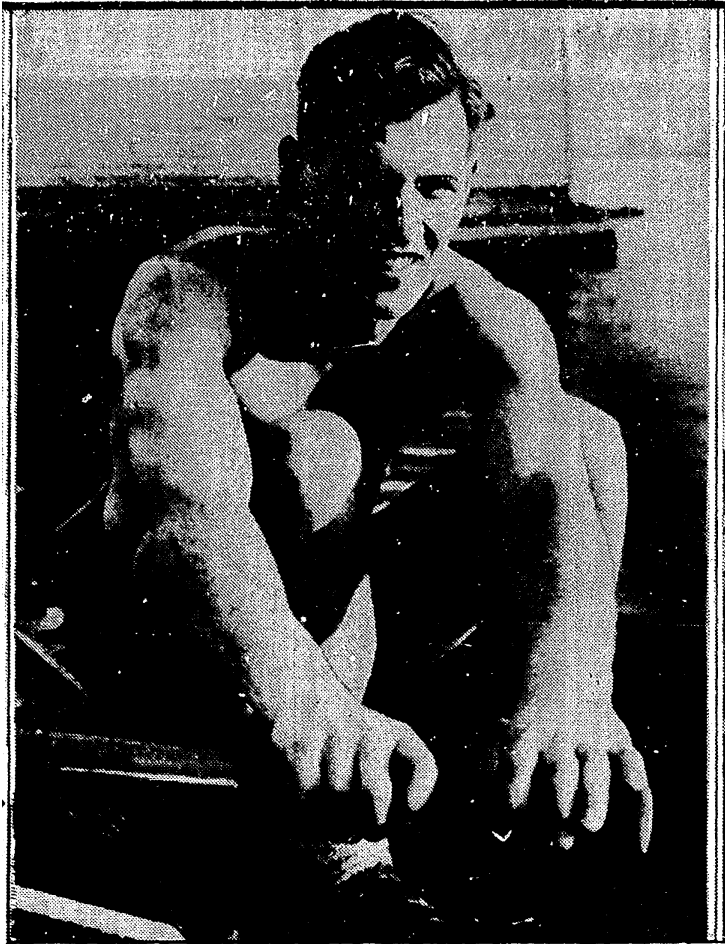
Northern Pacific had spent \$8,235 building the lodge and cabin, but determined its salvage value in December 1944, was \$1,250, after determining it "would cost considerable to take it down, and the material would not be of much use to us anywhere. The lodge could accommodate 26 but could house 50 with improvements."¹⁰⁴

Gosta (Gus) Eriksen was the head of the HWSC beginning in 1945 and the UW Ski coach. He had been the stroke of the U.W. crew, taking the second varsity boat to the National Championships in 1937, 1938 and 1939, an assistant U.W. crew coach in 1945, and ran the ski tow

¹⁰⁴ 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.

at Paradise Valley on Mount Rainier. Gus and his wife were “so sold on the popular Pacific Northwest winter sport” that they gave their three girls names that started with the initials S - K - I, Signe, Kristina and Ingrid.¹⁰⁵

Husky Stroke



Here's Gus Eriksen, who stroked the Husky jayvee crew to victories in 1937 and 1938, and who is just about a cinch to man the stroke oar in the Washington varsity shell during the 1939 campaign. Gus set the pace for wins over the California jayvees both years, and got the shell home in front of the pack both times at Poughkeepsie.

Seattle Times, January 29, 1939



Gus Eriksen working on ski hill at Martin. Picture from Eriksen family.



Mrs. Gus Eriksen & daughter Signe. Picture from Eriksen family.

¹⁰⁵ *Skiing is Greatest Sport, Says Gosta Eriksen Family*, *Seattle Times*, September 30, 1945 (page 8).

In a 1946 update, Gus Erickson reported the purchase of the Martin Ski Dome and the formation of the Husky Winter Sports Club.

The Associated Students of the University of Washington have recently purchased 60 acres of ski slopes and a lodge from the Northern Pacific Railroad. The site is at Martin, Washington, near the spot where the Mountaineers also have a lodge. Martin is located on the eastern side of the Cascade Range, about 3 hours from Seattle by train. It is also accessible by car by the Snoqualmie Pass highway, but it is necessary to ski in a little over two miles.

Members of the student body who desire to use the facilities have formed an organization to be known as the Husky Winter Sports Club. There is at present a cleared area about 200 yards wide and 600 yards long and they plan further clearing. They have purchased two rope tow lifts for use on the slopes.

The plans for this season are uncertain due to the demands being made on railroad travel. However the club has a nice site, the terrain has a nice contour and with future development it will undoubtedly furnish the student body with a fine ski club.

The HWSC operated the Martin Ski facility after it was acquired by the ASUW, and members took the Northern Pacific Railroad from Seattle to the Martin stop at the east end of the Stampede Pass to ski there. The club improved skiing by purchasing a portable ski tow (which cost \$347.01), and installing it for its members' use.

Recognizing the need for a University winter recreation area, in December [1944] the HWSC initiated the movement that resulted in the purchase of the Martin Ski Lodge by the ASUW. The club operated the club, under regulations set up by the ASUW, from the middle of February [1945] until the first week in April. Skiing facilities at Martin were enhanced by the operation of a portable ski tow purchased by the club this year.

No club members were injured at the HWSC operated facilities that year, due to the "fine work of the ski patrol," and the fact "that members were not skiing under the crowded conditions of public ski areas." HWSC members could take ski lessons from two F. I. S. ski instructors from the Max Gervitch Ski School at Martin and on the Sahalie Ski Hill. Ski tows cost \$.50 a day, "about 1,000%

lower than the cost on a public area.”

In January 1945, the HWSC joined the Pacific Northwest Ski Association, and its men’s and women’s ski teams entered in the PNSA downhill and slalom championships at Meany Hill [the Mountaineer facility at Martin] and meets at Stevens Pass. On March 18, 1945, the HWSC slalom championships were held at Martin, and on March 31 and April 1, the club hosted the University of British Columbia at Martin, with UBC winning the event. The club held social events in Seattle which included a mixer on campus, an ice skating party, and the presentation of the Austrian ski film, *The Ski Chase*.

The HWSC started the year with \$25 in its treasury, and ended the year with \$217.13, even after purchasing a portable ski tow for \$347.01. The operation of the Martin ski area was financed through HWSC funds to reduce the cost of skiing for its members.

The prospects for the club at the start of the season were highly speculative. There was no indication what facilities could be offered the members or what the membership would be. For the coming season we have a better conception of our problems and opportunities. Automobile transportation restrictions will be decreased. We are assured of the Sahalie Hill facilities. The PNSA promised more races.

The HWSC is now negotiating with the ASUW for permission to operate the Martin Ski Area for the 1945 - 1946 ski season. If this permission is granted, the Advisory Council is of the opinion that tremendous progress can be made in teaching the students of the University of Washington the value of skiing as a competitive and recreational activity.

The 1945 *Tyee*, the University of Washington student yearly publication, 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 winter of 1945 was a “boom year” for Husky Winter Sports. A ski meet was held at Martin with the

University of British Columbia on April 1, 1945, “besides a lot of just-for-fun skiing.” A historical note by Gus Ericksen for the hyak.net, lost ski areas, said the following.

The Associated Students of the University of Washington have recently purchased 60 acres of ski slopes and a lodge from the Northern Pacific Railroad. The site is at Martin, Washington, near the spot where the Mountaineers also have a lodge. Martin is located on the eastern side of the Cascade Range, about 3 hours from Seattle by train. It is also accessible by car by the Snoqualmie Pass highway, but it is necessary to ski in a little over two miles.

Members of the student body who desire to use the facilities have formed an organization to be known as the Husky Winter Sports Club. There is at present a cleared area about 200 yards wide and 600 yards long and they plan further clearing. They have purchased two rope tow lifts for use on the slopes.

The plans for this season are uncertain due to the demands being made on railroad travel. However the club has a nice site, the terrain has a nice contour and with future development it will undoubtedly furnish the student body with a fine ski club.



ABOVE: Northern exposure of the University's Martin lodge.

HUSKY WINTER SPORTS

PUSHED by the organization of the Husky Winter Sports club this fall, sports of the snow and ice variety had a boom year on the University of Washington campus.

Another big move toward reviving Washington winter sports to a pre-war basis was the purchase of the Martin ski lodge by the ASUW.

A ski meet between the University of British Columbia and the HWSC was held April 1 at the school's new area, besides a lot of just-for-fun skiing. A lift was purchased and set up at Martin by the HWSC and the club also offered skiing lessons to newcomers to the hickory slats.



ABOVE: University skiers just before the P.N.S.A. race at Martin.



ABOVE: Another shot of the Martin lodge, looking at the front from the east.



LEFT: Shirley Williamson, one of the University's finest women skiers, looks over the Martin area.

University of Washington Tyee, 1945.

In November 1945, the HWSC had a membership drive, and Eriksen expected 2,000 students to sign up. The prior year, with the war still on, 1,000 students skied informally and made postwar plans. Twin 1,500 foot ski lifts at the University's ski property at Martin were expected to be ready

by Thanksgiving, but the lodge will only be able to accommodate 60 skiers when additional bunks were installed. Finding housing will be the club's biggest challenge. Husky skiers would compete in intercollegiate races, and also in sanctioned Pacific Northwestern Ski Association tournaments, since the HWSC was accepted into the PNSA on November 3, 1945. An intercollegiate meet had been lined up with Washington State College on Mount Spokane, which had been developed by the Spokane Ski Club "and the terrain on that East Side mountain is tops for racing." Several returning veterans were expected to bolster the Husky's chances in the meets. Don Randall was president of the HWSC. Dick Durrance would speak at an upcoming HWSC event, a showing of the movie Slalom. Durrance, the famed downhill and slalom racer, would make his last appearance before heading for his new ski job in Denver.¹⁰⁶

In January 1946, the HWSC made plans to hold its first peacetime carnival, the first in five years. "A war-time casualty, the University of Washington winter ski carnival will be revived this year" on the Husky ski slopes at Martin on February 8 - 10, and would feature obstacle races, couples races, intramural ski races and the crowing of a queen. The U.W. ski team had been working out for two weeks under four coaches: Olav Ulland, Don Amick, Paul Gilbreath, and Johnny Woodward. Time trials in downhill would be held at Martin. The same weekend, it was announced that Leavenworth's "world-famed" ski-jumping tournament would be revived and held on February 10, 1946, by the Leavenworth Winter Sports Club. The University ski team practiced at Martin in the winter of 1946, and taught skiing to students. On the third week of January, the ski team took a day off of their practice at Martin, and "instructed a record number of University students and their

¹⁰⁶ *2,000 Students Likely to Join U. Ski Turnout*, Seattle Times, November 1, 1945 (page 24).

friends in some of the fundamentals of skiing.”¹⁰⁷

The Husky ski team held a giant slalom race at Martin the following weekend, competing for slots to represent the U. W. in the Pacific Northwestern Ski Association meet sponsored by the Cascade Sports Club at Mount Hood later in the year. Coach Gus Eriksen had a “real workout” planned for his racers - he would send 12 - 15 skiers through a giant slalom race starting at the top of Stampede Pass and ending behind the Husky Winter Sports Club Lodge. The coach would pick six men to represent the school at Mount Hood. Cliff Schmidke, “the former Mountain Division infantryman with wings of Mercury on his skis, roared wide-open down a giant slalom course at Martin to cop top honors.”¹⁰⁸ Schmidke had been declared ineligible by the PNSA until March 4 would probably go the Mount Hood tournament and ski unattached.

The University skiers have one big hill to ski over and plenty of side trails available to test their running legs. A 1,500 foot tow packs the skiers nearly up to the top of Stampede Pass, and the skiers were making good use of the rope tow.

Only trouble with the Martin ski area is the road in, which is a one-lane track cut from the highway to within one-half mile of the Husky Chalet. First cars in Martin yesterday didn't get out until well after dark. However, Coach Eriksen says the Husky winter Sports Club planed to purchase a “snowcat” next year, and haul students from the road to the Chalet by sled.¹⁰⁹

The *Seattle Times* of February 3, 1946, published an article about the boom in skiing after the war ended, and the newly revived the Husky Winter Sports Club.

Booming ski club in the University of Washington campus is the newly revived Husky

¹⁰⁷ *Leavenworth Ski-Jump to be Revived*, Seattle Times, January 13, 1946 (page 27); *Husky Skiers Plan Carnival*, Seattle Times, January 15, 1946 (page 30); *Huskies Plan Slalom Test*, Seattle Times, January 21, 1946 (page 16).

¹⁰⁸ *Huskies Plan Slalom Test*, Seattle Times, January 21, 1946 (page 16); *Talbot Trophy Race May Drew Nation's Best*, Seattle Times, January 27, 1946 (page 23).

¹⁰⁹ *Schmidke Sizzles Over Slalom Course*, Seattle Times, January 28, 1946 (page 14).

Winter Sports Club. The club was begun in 1934, but went out of existence with the war. According to genial Gus Eriksen, university ski coach and club advisor, credit for reopening the organization goes to co-ed Jacqueline Montchalin. Last year she arranged a meeting of all students interested in skiing. The call was answered with enthusiasm and Eriksen estimates the membership to be 1,000.

That year, the club was also leasing another facility, the Rustic Inn, which was on the highway where the road took off to Martin

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.

The HWSC calculated lodging, meals, lift tickets and instructions to “fit a college budget.” Ken Syverson, formerly of the Seattle Times ski school at the Milwaukee Ski Bowl that had been shut down during the war, taught classes to HWSC members, and the best skiers in the club were amateur instructors. The annual winter carnival would be held in February, and the intercollegiate meet was set for March 16 and 17, 1946. Next summer, the members were planning on building a rope tow with a 3,300 foot lift and an 800-foot elevation, which would be the longest in the country. Don Randell was president of the “ever growing club,” and John Hansen (who is the present president of the Ancient Skiers Association) was VP of the HWSC in 1945 - 1946.¹¹⁰

The HWSC carnival was held in February, 1946. “Varsity skiers ran off intramural races and served as ‘traffic cops’ for beginning barrel-stave enthusiasts, picking up many a collegian out of the snow.” Next week, the team will “get down to serious business” wit a practice meet set against the University of British Columbia at Mount Baker. Coach Eriksen had not yet selected his team for the

¹¹⁰ *Club Booms Skiing for Campus Athletes*, Seattle Times, February 3, 1946 (page 41).

meet.¹¹¹

The *Seattle Times* of February 24, 1946, had a picture of Betty Philpoff in ski togs, saying she was one of many collegians who were spending their spring vacation at the Husky Ski Club Lodge at Martin. The article was titled, *Where Could you Duplicate it?*

Skiing at one of the finest snow areas in the Northwest, cozy dormitory lodging, three appetizing nourishing “squares” daily, lessons and ski tows - all for \$2.25 a day. Yes, \$22.50 for ten day’s spring vacation is the low fee the Husky Winter Sports Club is charging University skiers at the Husky Ski Lodge at Martin, near Snoqualmie. According to a member, expenses at any other ski resort would easily hit the \$6 mark per day. Lodging alone would amount to \$3 or \$4; meals at least \$2; ski tow, \$1 to \$1.50. That would bring the score to a minimum of \$6 - and still wouldn’t include lessons.

To top it all - the transportation problem is nonexistent. Martin is accessible either by train or automobile. Round-trips on the train burn a \$3.62 hole in the pocket. A share-the-ride comes to \$1, sometimes nothing at all, if the driver is generous. And a great many of them are. Any student may ski at Martin: but to stay overnight entails membership in the club.¹¹²

During the third weekend of March 1946, the University of Washington ski team hosted the University of British Columbia, Washington State College, the University of Idaho, and Nevada University at a tournament held at Martin. Slalom races would be held at Martin, the downhill competition would be held at Meany Lodge at Snoqualmie where the race would be run over Meany ridge, and the jumpers would participate the Beaver Lake tournament on Sunday afternoon. A large perpetual trophy donated by the HWSC would go to the winning team, and medals for the first three places in the races would be awarded. After the tournament, the skiers would adjourn to the Rustic Inn where a banquet would be held. At the tournament, the Huskies “rolled over five college

¹¹¹ *High-School, Junior X-Country, Jumping Due Next Sunday*, *Seattle Times*, February 10, 1946 (page 24).

¹¹² *U.W. Students Struggle Through Final Exams and Then Begin Spring Break*, *Seattle Times*, February 24, 1946 (page 41).

opponents at Martin over the week-end to cop the first postwar running of the Husky invitational meet.” The University of Washington was first, followed by the University of British Columbia, Washington State College, Idaho, and C.P.S.¹¹³

In November 1946, the *Seattle Times* announced that the University of Washington tow at Martin would begin operations the following weekend for the ski season of 1946 - 1947. Two tows were already operating at Chinook, three at Mount Baker, and two at Paradise. In early December 1946, the Times reported that opening of the University of Washington ski area at Martin was delayed because of final exams. Husky ski-team aspirants competed that weekend in time trials at Martin, including cross-country racers. Coach Gus Eriksen would work with 40 skiers on downhill and slalom techniques before going to the Milwaukee Ski Bowl for jumping. Olav Ulland of the Seattle Ski Club would work with the Husky jumpers. A three day workout was planned for December 20, to select a six-man team to represent the university in the Intercollegiate races in Sun Valley held on December 28 - 31, 1946. Coach Gus Erickson announced that he would handle the university’s intramural skiing program at Martin, in conjunction with the ski carnival in February. The Junior Chamber of Commerce Spring Ski Carnival at Paradise Valley, which had been a wartime casualty, was planned to resume the following spring with “all the trimmings of prewar days - four-way competition for star runners, comedy and obstacle races and the traditional selection of a ski queen.”¹¹⁴

¹¹³ *Ulland, Froland Skiers to Beat in Sunday Jump*, Seattle Times, March 15, 1946 (page 23); *Tom Mobraaten Tops Ski Field*, Seattle Times, March 18, 1946 (page 15).

¹¹⁴ *Spring Carnival to be Revived, Gala Event Slated for Paradise Next April*, Seattle Times, November 24, 1946 (page 39); *Penguin Meet Heads Set: 5- Man Teams to Compete*, December 8, 1946 (page 53); *6 Intramural Sports Listed at University*, Seattle Times, December 22, 1946 (page 31) .

On December 1, 1946, the *Seattle Times* announced that the U. W. skiers were “in for the busiest season in Husky ski history, beginning with the Arnold Lunn Trophy Downhill Race at Mount Hood today, and not ending until the Golden Rose Tournament at Hood next June.” Twenty U.W. skiers were competing at the Lunn race at Timberline, where Coach Eriksen would use the race results to select a six-man team to race at the first post-war intercollegiates at Sun Valley from December 28 - 31, 1946. The next week, 40 ski-team aspirants would compete in a cross-country race at Martin, “the Huskies’ home ski grounds at Stampede Pass.” On December 15, there would be jumping trials on the Cass B hill at the Milwaukee Ski Bowl, and downhill and slalom trials at Martin. Three days before Christmas, the Huskies would hold four-way trials at Martin and the Ski Bowl, where Eriksen would choose his team for the Intercollegiates.

There’s good news for members of the Husky Winter Sports Club, too, for the big tow will be ready to start operation at Martin next week-end. Under Eriksen’s direction, the tow has been lengthened to 3,000 feet, which gives some 2,500 Washington skiers two big hills on which to ski around their lodge.

Eriksen announced yesterday that two surplus Army “weasels” are on their way here from Indiana. The “weasels” will be used to haul skiers to Martin from Rustic Lodge on the Snoqualmie Pass highway. The road won’t be kept open from the highway to the foot of the hill this year, so skiers will be towed in on the hickory staves.¹¹⁵

The HWSC held its annual Ski Carnival between February 14 - 16, 1947, in conjunction with the Northwest Intercollegiates at Stampede Pass. Skiers from Washington, Oregon, Oregon State, Montana, Idaho, British Columbia, and other schools will compete in downhill, slalom and cross-country at Martin, and jumping at the Milwaukee Ski Bowl. There were also intramural, obstacle and couples races, along with the crowning of the ski queen who “must know how to ski to qualify for her crown.” The 3,000 foot lift built by the University of Washington skiers at Martin began

¹¹⁵ *20 Washington Runners Vie at Mt. Hood Today*, *Seattle Times*, December 1, 1946 (page 41).

operation for the first time.¹¹⁶

In early March 1947, Coach Gus Eriksen mailed invitations to nine Pacific Coast Conference schools for the Intercollegiate ski meet at Martin to be held March 22 - 24, 1947. The college jumping competition would precede the Olympic Games jumping event on Saturday at the Milwaukee Ski Bowl, with cross-country races scheduled at Martin for March 23, and the downhill and slalom the following day. Sun Valley was holding tryouts for the slalom and downhill events for the 1948 Olympics, and the 50 top men skiers, along with the top 20 women skiers would be there. Skiers eligible to try out would not be known until after the national championships were finished at Ogden and Alta Utah. Five Seattle skiers were in the running, Paul Gilbreath and Don Amick of the Washington Ski Club, Rees Stevenson and Cliff Schmidike of the University of Washington, and Jack Nagel, Penguin Ski Club. Gretchen Kunigk Fraser was the Pacific Northwest's top threat in the women's field, who previously skied for the Tacoma Ski Club.¹¹⁷

The 1947 *Tyee* described the hard work that had been done at the Martin ski lodge over the prior year.

The ski year of 1946 - 47 will be remembered in Husky Winter Sports Club history as one of new additions, improvements and general "hard work." A new tow to the top of the power line was the largest undertaking. The purchase of weasles and improvements to the lodge facilities also furnished many headaches and work parties.

The club's Ski Carnival was held in February 1947, and the Husky Winter Sports Club hosted the Pacific Northwest Conference meet and the girl's ski team from the University of British Columbia. The Carnival involved a ski shuffle mixer on campus, followed by a weekend of activities at Martin.

¹¹⁶ *Jumping Stars Vie Sunday at Milwaukee Bowl*, Seattle Times, February 9, 1947 (page 18); *Short Notes*, Seattle Times, February 20, 1947 (page 20).

¹¹⁷ *Sun Valley Will Draw Ski Stars*, Seattle Times, March 2, 1947 (page 21).

Hot-shot skiers practiced all Saturday for the Sunday races, and “not-so-hot skiers made tracks and prat-falls down the steep slopes of the area.” A queen was crowned on Saturday night by the light of flares, and a Schotische contest was held. A giant slalom race was held on Sunday “down the steeply pitched Husky Hill on ice,” with 23 teams competing.



Evening in front of the fire at the lodge.



Five HWSC big shots on the snow weasel.

THE SKI YEAR OF 1946-47 will be remembered in Husky Winter Sports Club history as one of new additions, improvements and general “hard work.”

A new tow to the top of the power line was the largest undertaking. The purchase of weasels and improvements of lodge facilities also furnished many headaches and work parties.

Highlighting the year's activities were the Ski Carnival held in February, Christmas vacation skiing with powder snow and sunshine prevailing, and playing host to the Pacific Northwest Conference meet and later to the girls' ski teams from the University of British Columbia.

Through the continual responsibilities of the committees the functions of the club were carried out. Committee heads for the year were: John Gonnason, lodge; Bob Falls, tow; Alan Taylor, hill; Johnny Newland and Dan Pulsifer, publicity; Jackie Hilscher, social; Sybil Levin, office staff; Harry Dorst, work parties; Betty Nelson, physical education representative.

Doing more than their share of work each week-end while others skied were Mark Barricklow, Gordon Syllaason, Jack Pederson and Gus Eriksen, club adviser, who shouldered many of the responsibilities.

Leading a membership drive at the beginning of the year was Lloyd Harman who was later replaced by Bob Parker.



Always a popular time of day.



Redecorating before the skiing season.

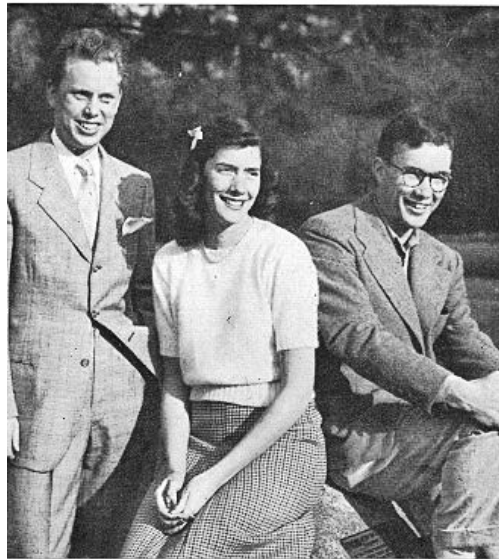
University of Washington Tyee, 1947.



HUSKY WINTER SPORTS CLUB

OFFICERS: Bud Nordstrom, treasurer; Nancy Slayden, secretary;
Bob Parker, president

Splicing



University of Washington Tyee, 1947.



Couples' Race



The Royal Chariot



Obstacle Course



Oops, slipped!



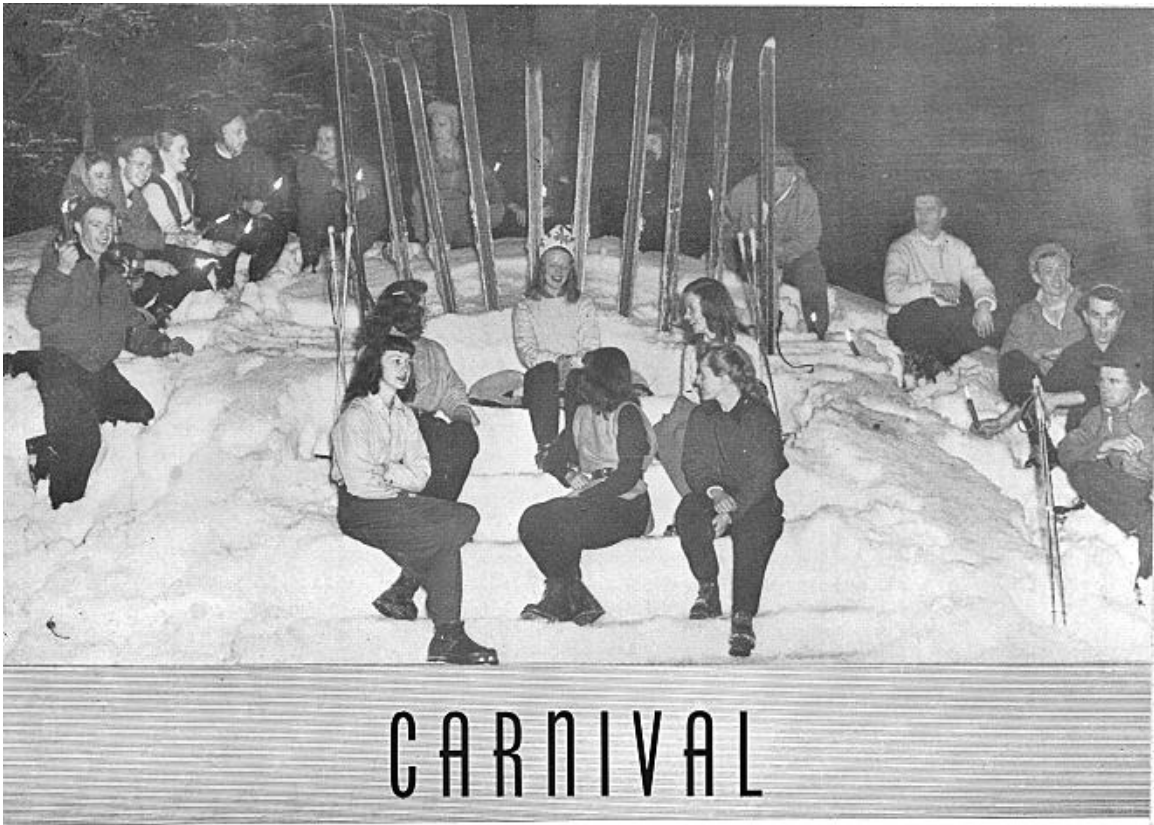
Watching the Race

THE SKI CARNIVAL, which began Friday night, February 14, with a ski shuffle mixer in the women's gymnasium, went to the mountains . . . to the Husky chalet at Martin, Washington . . . on Saturday morning. All day Saturday hot-shot skiers practiced high-speed skiing in preparation for Sunday's races and not-so-hot-shot skiers made tracks and prat-falls down the steep slopes of the area.

Saturday night, by the light of flares, lovely Nanette Garhart was mushed on a dog-sled to a snow throne where she was crowned queen by Bob St. Louis, captain of the ski team. After the coronation, a Schottische contest was held at Rustic Inn. Jeanette Burr and Bob Kuss twirled their way to victory.

Sunday's giant slalom race was run down the steeply-pitched Husky Hill on ice. Twenty-three teams entered and the Little Davids . . . Bob Kuss, Dick Whiting, Jim Whiting, J. Ursic and Daryl Bates . . . were the winners among the men's teams. Randy Cooper of SAE had the best individual time.

The women's intramural championship was won by Delta Gamma team: Ilene Madsen, Nancy McFadden and Pat FitzSimmons. Jeanette Burr had the best individual time, followed by Marilyn Dupar. Jim Whiting took first in the obstacle race.



Jeanette Burr



Marilyn Dupar



University of Washington Tyee, 1947.



—By Clark Willey.
● In store for ski enthusiasts attending the 1946 Winter Ski Carnival at Martin this weekend are snow-spangled slopes such as this. Beginning with tomorrow night's Shuffle, the Carnival will move up the mountains to the ski area for Saturday and Sunday.

U.W. Daily February 1946

A.S.U.W. financial documents included the Martin Ski Lodge in its budget in 1945 - 1946, and 1946 - 1947. Expenses included a caretaker's salary (\$320 in 1945 - 1946 and \$420 in 1946 - 1947), supplies, rental, insurance and miscellaneous for a total actual expenditure of \$2,406.76 in 1945 - 1946, and a budgeted expenditure of \$5,070 for 1946 - 1947. The 1946 - 1947 budget

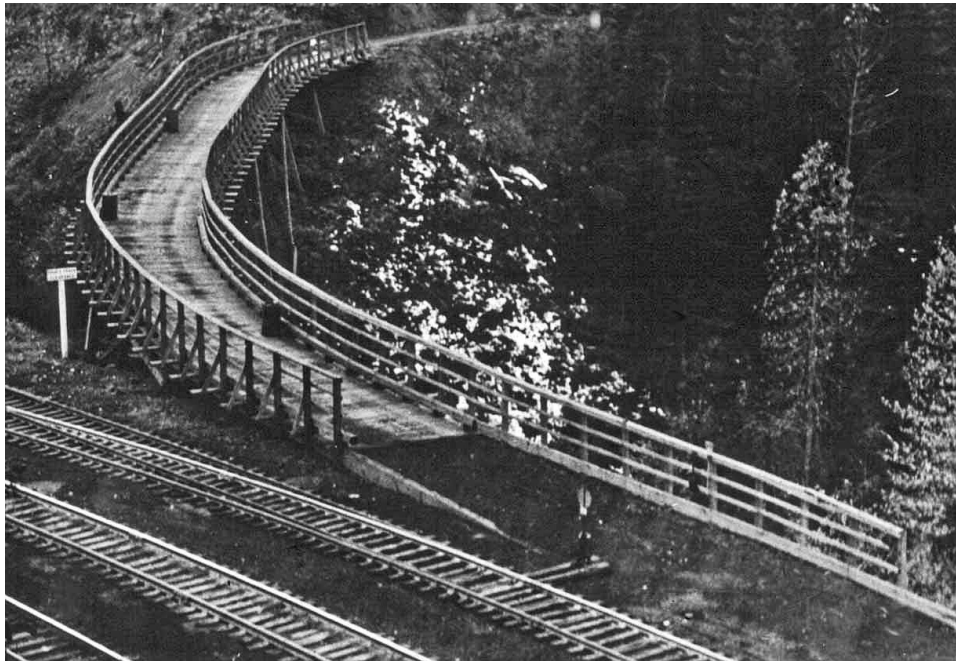
included a \$4,000 un-itemized amount, possibly to pay for improvements to the lodge and hill. Actual revenue for 1945 - 1946, was \$843 (lodging fees \$286, ski lift \$500.25, and misc. \$37.25). Revenue budgeted for the 1946 - 1947, included lodging \$350, and ski lift \$500.¹¹⁸

John Hansen was vice-president of the Husky Winter Sports Club in 1945 - 1946, and later its president. In an interview with the author in the winter of 2013, Hansen said that the Husky Winter Sports Club's lodge was seven or eight years old when it was acquired by the A.S.U.W., and had been built by the Northern Pacific Railroad. It was on the opposite side of the tracks from the Mountaineer's Meany Ski Hut. The top floor of lodge was divided in half, with a wall separating the sleeping areas for men and women. The first thing the HWSC did was to tear down the wall separating the two sleeping areas. There were outhouses up the hill from the lodge. The lodge had railroad type stoves for heating, that burned coal left in the lodge by the Northern Pacific, and a big fireplace. The students installed a rope tow on the ski hill, presumably to replace the temporary tow that had been used the previous season. Since this was just after war, it was open season on surplus material which they acquired for the tow, including a frame and engine that was converted for use as a tow motor. The students hauled the engine and frame to Easton, where it was taken by Northern Pacific train to Martin. At Martin, they used the power of the engine to haul the materials up to the ski hill. The pulleys for the tow were hung on trees along the ski hill. All of the work was done by the students who had many handy skills, some of which they had learned during the war. The only rope that could be found was sisal, which was hard to work with. Hansen and others learned to do a long splice on the rope used for the tow. Club members hung Colman lanterns on

¹¹⁸ University of Washington Special Collections, Administrative Expense, Insurance, Employment Office, Rentals & Concessions, ASUW financial document, accession no. 82-110, box No. 2, Final Budget 1946 - 1947.

the hill for night skiing.

Hansen said the University arranged for the State Highway Department to clear the road from Highway 10 (later Interstate 90) to within a 1/4 mile walk to the lodge making it was possible to either drive to the lodge or take the railroad there. About half of the students drove and half took the train. Many taking the train drove to East Auburn where the train stopped, since the fare was cheaper from there than from Seattle. Northern Pacific had a crew stationed at Martin, and a half dozen buildings on the east side of the tracks. The HWSC skied on their hill, and John also raced on the Mountaineer's hill at Martin on the other side of the tracks which was steep enough for downhill races. He recalls there was a bridge across Martin Creek, which was in a deep ravine.



Bridge over Martin Creek and ravine, Martin. Courtesy of Northern Pacific Historical Association, Jim Fredrickson collection.

For the ski season of 1947 - 1948, the Husky Winter Sports Club upgraded and improved the lodge and ski hill at Martin. The *Husky Winter Sportsman*, “the Official Mouthpiece of the HWSC,” published on November 6, 1947, described the many improvements that had been made and the club’s plans for the winter.¹¹⁹

Weekend work parties were putting finishing touches on the Martin Ski Lodge and ski tows to make the facility ready for the upcoming ski season. Club members and anyone interested in staying at the Lodge on weekends or attending its parties were invited to share the work - transportation was provided but “bring your own sleeping bag.”

The prior weekend’s work party filled the lodge with “happy eager people” who brought in supplies, installed the gas lines for the lodge’s dual power plant, and got the last of the winter’s firewood inside. Members had built a tow house for the main tow, rolled gas drums into position for the tow motors, and put the last tow pole into place. The ski tow was lengthened and a more powerful motor was installed that would run at 750 feet a minute and handle six or more people at once. Installation of the ski tows caused trouble because Martin’s hills were convex, which mean the tows rub on the snow and dig holes. Members would have to keep filling holes during the ski season. Five kilowatt floodlights were installed on the main ski slope and night skiing would be one of the coming year’s features. “You can read a newspaper at the bottom of the hill.” A new microphone system had been installed “capable of broadcasting both music and voice over a large part of the Martin ski area,” and would “provide skiers with professional yodeling and sweet music” the coming winter. A work party chairman said “man, you can hear that thing for three miles.”

¹¹⁹ University of Washington Special Collections, Accession Number 96-002, box number 8, Husky Winter Sports file.

The lodge could sleep 120 guests that winter, compared to 42 the prior year. Mattresses and pillows were provided but guests had to furnish sleeping bags. New plumbing facilities were installed that would provide ample hot water for new shower rooms, the kitchen and wash rooms. The prior year, water was heated on the stove. “Ah! Civilization!” Food would be purchased in Seattle wholesale, and meals would be served at the lodge on weekends. Dairy products would be purchased in Cle Elum. Navy trays and tables were being used in the dining room.

The HWSC was sponsoring John Jay, “skier-photographer,” who would show his movie featuring the Norwegian, Swiss and French ski teams in the Olympic tryouts at Sun Valley. The U. W. ski team was holding pre-season conditioning programs for 65 to 70 men, including 10 returning lettermen, under coach Buster Campbell. Two registered nurses would be in charge of Martin’s new first aid room. Both were experienced ski patrol members who worked at Snoqualmie the prior year. Access to Martin would be easier that winter, as a new road to within 1/4 of a mile to Martin would be open so members could reach the lodge by car. This gave members the option of taking the Northern Pacific train to Martin, or driving there. Members were offered comprehensive insurance so if they were hurt on a skiing trip, they could get paid for it.

A dual competition was held at Martin in January 1948, with the Husky freshmen beating the Seattle College freshmen - sophomores in downhill and slalom competition. The *Seattle Times* said Husky Winter Sports Club’s annual carnival would take place at its “ski home” at Martin in late February 1948, with the highlight being a torchlight parade to crown the U. W. ski queen on a throne of ice. There would also be obstacle races, yodeling, schottische and polka contests during the three

day event.¹²⁰

The *Husky Winter Sportsman*, the Official Mouthpiece of HWSC, published on February 20, 1948, described the club's upcoming winter carnival. Five queen candidates had been selected from a group of 40 pretty skiers - which girl was selected as queen would be announced a few minutes before the torchlight parade on Saturday night. Candidates would be graded on four points: appearance, poise, personality and skiing ability. "The Queen of the Carnival must be able to ski." No one knows who she except for the ski team, "and they won't tell." The club was having a big party at the Women's Century Club, the "Ski Shuffle," to begin the weekend, where crossed skis on the chandeliers would overlook the throngs of skiers. A schottische contest would be the height of the evening. The winner of the weekend's giant slalom race would get a pair of skis from the University Book store. There weekend would also include a costume race, an obstacle race, and a cookie race. The previous weekend saw a number of problems at the HWSC's ski areas, as a result of the weather that affected the ski tournament held at Martin. At the Rustic Inn, the stove blew up and plastered a tin can on the ceiling and soot everywhere, the lights went out, and the water froze. Two inches of snow per hour fell, and the wind blew from 50 to 70 m.p.h., "funny everybody didn't go home." The U.W. ski team won the tournament, beating Washington State, Idaho and Gonzaga. U.W. skier Bob St. Louis placed first in jumping and slalom.¹²¹

The annual Stampede Pass giant slalom race was held by the Mountaineers in April 1948, at Martin. A skier from Sun Valley, Mitt Scarlatos, won, beating local skiers. Gretchen Norling of

¹²⁰ *Stordalen Wins Fjeld Ski Jumping Event, Horning Scores Double*, Seattle Times, January 19, 1948 (page 16); *Husky Ski Club Set for Winter Fete*, Seattle Times, February 19, 1948 (page 3).

¹²¹ University of Washington Special Collections, Accession Number 96-002, box number 8, Husky Winter Sports file.

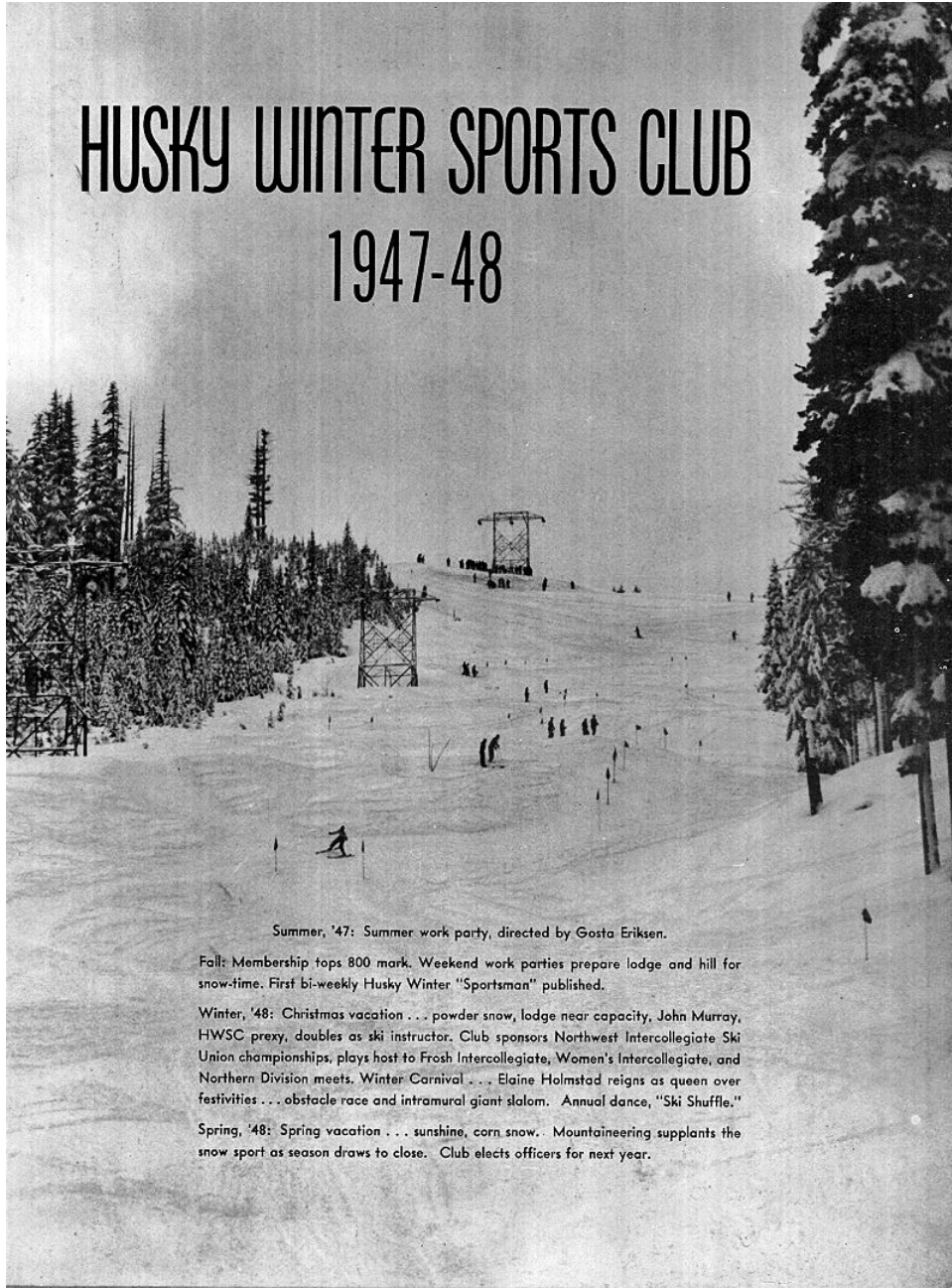
the Mountaineers won the women's race.¹²²

The 1948 *Tyee* gave the highlights of the year at Martin - summer work party, membership tops 800 mark, and weekend work parties prepare lodge and hill for snow-time. First bi-weekly Husky Winter Sportsman published. Christmas vacation - powder snow, lodge near capacity. Club sponsors Northwest Intercollegiate Ski Union championships, hosts freshman intercollegiates, women's intercollegiates and Northern Division meets. Winter carnival, annual dance, ski shuffle. Spring '48, spring vacation, sunshine, corn snow. Mountaineering supplants the snow sport as season draws to close.

¹²² *Sun Valley Ace Scores in Slalom*, Seattle Times, April 12, 1948 (page 17).

HUSKY WINTER SPORTS CLUB

1947-48



Summer, '47: Summer work party, directed by Gosta Eriksen.

Fall: Membership tops 800 mark. Weekend work parties prepare lodge and hill for snow-time. First bi-weekly Husky Winter "Sportsman" published.

Winter, '48: Christmas vacation . . . powder snow, lodge near capacity, John Murray, HWSC prexy, doubles as ski instructor. Club sponsors Northwest Intercollegiate Ski Union championships, plays host to Frosh Intercollegiate, Women's Intercollegiate, and Northern Division meets. Winter Carnival . . . Elaine Holmstad reigns as queen over festivities . . . obstacle race and intramural giant slalom. Annual dance, "Ski Shuffle."

Spring, '48: Spring vacation . . . sunshine, corn snow. Mountaineering supplants the snow sport as season draws to close. Club elects officers for next year.

University of Washington Tye, 1948



University of Washington Tyee, 1948

D. 1949 - HUSKY WINTER SPORTS CLUB LODGE BURNS DOWN

Preparation for the 1949 ski season at the Husky lodge at Martin began in the fall of 1948. In October, members of the Husky Winter Sports Club were working weekends to prepare the lodge and ski area for the winter - “workers are giving the lodge a new inside finish and clearing the hill. When skiing time comes, members will be able to enjoy skiing during the day and at night under floodlights, and old-time dancing in the lodge when skiing is over.” The HWSC held its membership in late November 1948. A movie on Orienteering, a Swedish cross-country race was highlighted. Orienteering was popular in Scandinavian countries and in Eastern states, and Buster Campbell, the Husky ski coach, wanted to make it popular in Washington as well. A ski race on the grass between Denny and Raitt Halls would be held by members of the club. The HWSC lodge at Martin opened for skiing that weekend, and a number of members were there.¹²³

The Husky ski team held tryouts at the Martin ski area in anticipation of the winter competitions. On December 18, 1948, tryouts were held at Martin and Beaver Lake for a four-man team to represent the state in Sun Valley’s President Cup in January, 1949. Each member of the team would compete in giant slalom, cross-country and jumping. The Sun Valley event was expected to draw teams from most Western states. This was the first time the Husky Winter Sports Club sponsored an Pacific Northwest Ski Association event. In December 1948, Husky ski coach Buster Campbell drilled his ski team at Martin. Karl Stingl of the Penguin Ski Club won the giant slalom, and Bob Johnson of Washington State college won the cross-country race in the trials for

¹²³ *Homecoming Dance Pays Coach Honor*, Seattle Times, October 24, 1948 (page 101); *Many at UW Journey Home for Holiday*, Seattle Times, November 28, 1948 (page 52)..

team to go to the Sun Valley President Cup.¹²⁴

In January 1949, the *Seattle Times* reported on life at the Husky ski lodge at Martin. Club members, weary after a full day of skiing, spent many pleasant evenings before the lodge fireplace being entertained by four young Scandinavian exchange students who enlivened the ski lodge with Scandinavian songs and dances. For the more energetic, there was night skiing, a modern version of moonlight buggy riding, and gay folk-dancing in the lodge, especially when someone brings along an accordion. The Husky Winter Sports Club offered free ski instructions at Martin each Sunday.¹²⁵

The winter of 1949 had record cold temperatures and snowfall, making life at Martin on Stampede Pass difficult. The Northern Pacific Railroad struggled to keep the line open over the mountains.

High in a frozen wilderness of howling winds and bleak mountain peaks, all but suffocated under what the men said is the worst snowfall and bitterest winter in the history of Stampede Pass, is railroading at its meanest and its toughest. For more than a week, men of the Northern Pacific Railway have been fighting an around-the-clock battle to keep their main transcontinental line open through the pass....Few can remember anything worse...There are 196 inches at Martin - 16 feet, 4 inches.¹²⁶

The snowfall at Martin was so great that the Northwest Intercollegiate Ski Union Championships scheduled for the last weekend of February, 1949, were postponed. The Husky ski team had not been able to prepare the ski hill for the annual classic meet. The road from the highway to Martin was under several feet of fresh snow. Other competitions were still planned for that

¹²⁴ *Tryouts for Skiers to Represent State at Sun Valley set Dec. 18*, *Seattle Times*, November 28, 1948 (page 22); *Rough Weather Faces Skiers*, *Seattle Times*, December 5, 1948 (page 57); *Stingl, Johnson Lead Ski Tests*, *Seattle Times*, December 19, 1948 (page 26).

¹²⁵ *Winter Sports Club Hears Songs of Scandinavia*, *Seattle Times*, January 4, 1949, (page 44); *Seattle Times*, January 16, 1949 (page 41).

¹²⁶ *Stampede Sees Railroading at its Toughest*, *Seattle Times*, February 16, 1949 (page 11).

weekend. The Seattle Four-Way Championships would take place at the Milwaukee Road Ski Bowl, and University of Washington intramural skiers would compete at Snoqualmie Summit.¹²⁷

Unfortunately, word that the ski meet had been cancelled did not get to all of the competitors, and race teams from Washington State College and the University of Montana showed up ready to race. U. W. Coach Buster Campbell hastily arranged a three-way college meet. Jumping would take place at Beaver Lake on Snoqualmie Summit, and a cross-country race would be run at Martin. The University of Idaho, Seattle University and College of Puget Sound would participate in some of the events. The four-way High School meet was postponed until later in March.¹²⁸

On the first weekend of March, 1949, the Husky Winter Sports Club held a P.N.S.A sanctioned Class C downhill race at Martin. Nancy MacFadden and Dick Foley won the event.¹²⁹

The 1949 *Tyee* said that the Husky Winter Sports Club had built one of the outstanding university ski groups in the nation. “The club runs the ASUW lodge at Martin, Washington, high in the Cascades, serves as a contact for riders and drivers for all Northwest ski areas, and provides campus programs and a meeting place for followers of the boards.” The club’s Annual Winter Carnival “provides a week-end full of fun, excitement and good skiing for any university student.” The club’s 1949 Carnival took place

despite bad weather condition that closed the passes and prevented most other areas from opening. Those who braved the storms to see the queen coronation, fun races (consisting of uphill slaloms, milk bottle races, and a couples three-legged course), and all the other festivities returned to tell the weather-shy about an outstanding university event...Following the coronation, skiers enjoyed a week-end of good skiing, dancing and singing, and eating

¹²⁷ *College Ski Meet Postponed*, Seattle Times, February 24, 1949 (page 23).

¹²⁸ *Skiers Turn Up, So Meet is On*, Seattle Times, February 25, 1949 (page 24).

¹²⁹ *Nancy MacFadden, Foley Top Racers*, Seattle Times, March 7, 1949 (page 19).

away a hearty appetite.



CARNIVAL QUEEN AND COURT: Eleanor Jensen, Betty Manning, Queen Peggy Goodnough, Vivian Garman, Shirley Tyler.

Winter Carnival

THE ANNUAL WINTER CARNIVAL, the star event on the Husky Winter Sports Club's calendar, provides a week-end full of fun, excitement and good skiing for any university student.

This year's carnival, on February 12 and 13, was held despite bad weather conditions that closed the passes, and prevented most other areas from opening. Those who braved the storms to see the queen coronation, fun races (consisting of uphill slaloms, milk bottle races, and a couples three-legged course) and all of the other festivities returned to tell the weather-shy about

an outstanding university event. Peggy Goodnough, chosen queen from a court of Eleanor Jensen, Vivian Garman, Betty Manning and Shirley Tyler, reigned during the races and gave prizes donated by local merchants to the winners. The Balfour trophy, presented for the first time this year, will become a carnival tradition.

Following the coronation, skiers enjoyed a week-end of good skiing, dancing and singing, and eating away a hearty appetite. Louis Sternberg, who was in charge of this year's carnival, and all of his committee members earned many congratulations for the success of the affair.



University of Washington Tyee, 1949.

The Husky Winter Sports Club's lodge at Martin burned down after the ski season of 1949. The author was unable to find any mention of the fire in the Seattle Times, and there is no mention of it in the 1950 Tye. The ASUW carried the Ski Lodge as an asset on its Balance Sheets through at least June 30, 1957, which was the last year examined.¹³⁰

Beginning in 1950, the activities of the U.W. ski team took place east of Stevens Pass. The *American Ski Annual and Skiing Journal* of January 1950, said that the University of Washington, headed by Buster Campbell, cleared a 160 acre tract just east of Stevens Pass for a ski area. The HWSC's carnival was held in February 1950, as the summit of Stevens Pass.¹³¹

Jim Fredrickson was an employee of the Northern Pacific Railroad worked at Martin from 1943 to 1949, starting during World War II. In a communication with the author, Fredrickson said that the Northern Pacific leased the lodge to the ASUW after the war. The lodge burned down in 1949, and was never rebuilt. The lodge was on Forest Service land.

Jim Fredrickson took his troop of boy scouts to Martin in the 1950s, for outdoor adventures, traveling there on a Northern Pacific train. The following is a picture that he took at Martin during one of those trips which shows his boy scout troop in front of the foundation of the destroyed lodge.

¹³⁰ U.W. Special Collections, accession no. 82 -110, Box 2, Balance Sheets 1928 - 1956.

¹³¹ McNeil Fred H., *Skiing Activities in the Pacific Northwest*, American Ski Annual and Skiing Journal, January 1950 (page 26), Alpenglow Ski History - American Ski Annual and Skiing Journal January 1950; *Norma Staley Named Queen of Carnival*, Seattle Times, February 16, 1950 (page 17).



Jim Fredrickson's Boy Scout troop & lodge foundation, 1950s. Courtesy of Northern Pacific Historical Assoc., Fredrickson collection

E. SKI BOWL IMPROVED FOR 1950 SKI SEASON - 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 Ski-boggan 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.¹³²

All of the improvements to the Milwaukee Ski Bowl hill 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 announced , *Fire Razes Ski Bowl Lodge; Loss \$180,000; Two Story Structure Burns Fast*. The lodge was being readied for the upcoming ski season. 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 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.¹³³

¹³² *Milwaukee Bowl Has Face Lifted for 8th Season*, Seattle Times, November 6, 1949 (page 46).

¹³³ *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).

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, along with a spur track to the lodge site to be used for kitchen and dining cars. A ski train would be used as a “warming hut.” All ski tows, "including the popular skiboggan," would 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, 1949.¹³⁴

However, in spite of the optimism expressed after the fire burned down the Ski Bowl Lodge, at the end of the 1950 ski season, the Milwaukee Road said it could not justify the high cost of rebuilding the Ski Bowl and trainshed, estimated to be around \$125,000. Milwaukee Road’s president cited financial losses associated with operations of the ski train, uncertainty of operations because of weather conditions at the site, and the diversion of rail personnel and equipment because of the Korean War. The Seattle Times offered financial aid to the Milwaukee Road to 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, teaching over 20,000 students the fundamentals of

¹³⁴ *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); *Young Skiers Happy*, Seattle Times December 8, 1949 (page 26) .

controlled skiing. Railroad officials said they were proud the Ski Bowl had become such an integral part of ski life in the Northwest, since they had put so much time, money and energy into the building and operation of the facility. However, Milwaukee Road directors concluded that "we cannot justifiably continue this operation." PTA and school officials expressed regret that the ski lessons had come to an end. The hill remained unused until 1959, when the Hyak Ski Area was opened.¹³⁵

Milwaukee Road eventually faced difficult financial conditions and got out of passenger service, along with all other U.S. railroads. Its last passenger train passed through the Snoqualmie Tunnel in 1961, and the railroad 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 Pioneer Trail," part of Iron Horse State Park.¹³⁶

F. SKIING CONTINUES AT THE MOUNTAINEERS MEANY LODGE

The Mountaineers Meany Ski Hut at Martin continued to bring skiers and outdoors enthusiasts to Stampede Pass after the Husky Winter Sports Club's lodge burned down, and was the site of numerous weekend ski outings and competitions. The Mountaineers continued to improve both its Meany Ski Hut and its new Snoqualmie Lodge built in 1948.

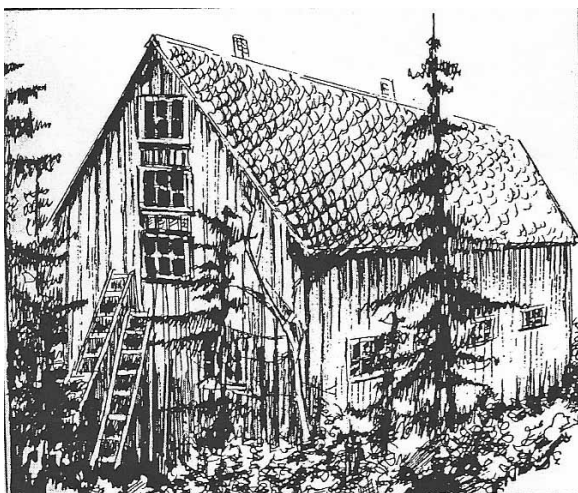
In 1950, a rope tow was installed at the Snoqualmie Lodge on the black-diamond ski hill.

¹³⁵ *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).

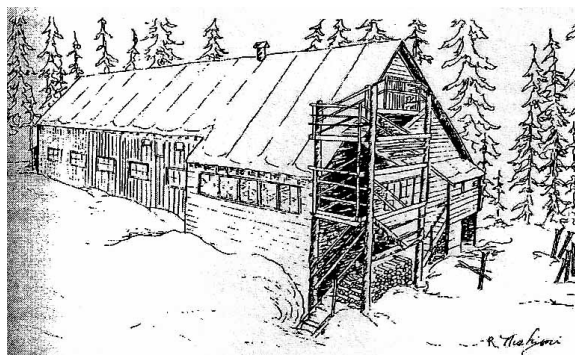
¹³⁶ www.hyak.net: *The Summit at Snoqualmie - Wikipedia; The Railroads*, Sahalie Historical Note No. 12, by Dave Galvin; www.hyak.net/history.htm.

In 1956, another rope tow was purchased from the Milwaukee Ski Bowl and installed lower on the hill for beginner-intermediate skiers. It was one of the first electric ski tows in the country. Snoqualmie Lodge was continued to be used as a year-round center for downhill skiing, back country and Nordic tours in the winter and climbing outings in the summer.¹³⁷

Improvements and changes made to the Meany Ski Hut were described in an article that appeared in the 1979 Mountaineers Bulletin, *Meany Ski Hut Celebrated Fifty Years*. The following two sketches of Meany Ski Hut by Roy Nishiyori also appeared in that article.



Meany Ski Hut 1928, artist's concept.



Meany Ski Hut 1978, artist's concept.

In autumn 1949, a generator shack was constructed and the motor-generator was moved into it. In autumn 1953, a new propane range was installed in the ski hut's kitchen, replacing the coal stove that had been used for 25 years. In Autumn 1954, Bonneville Power Association (BPA) built a power line over a portion of Meany property south of the rope tow, and the newly cleared area was named Lower Slobbovia and made excellent skiing. In autumn 1955, BPA built a water supply dam

¹³⁷ Mountaineers' application to list the Snoqualmie Lodge on the Washington Heritage Register, Washington Office of Archaeology and Historic Preservation.

that turned out to be defective and had to pay for a new dam. In autumn 1956, the rope tow was moved south about 200 feet and 30 feet higher, to gain more altitude and get unloading its upper end closer to lower Slobbovia. The lift rose 440 feet and was 1,000 feet in length.

In April 1950, the Mountaineers held their annual club ski race at Martin, featuring downhill racing over the mile-long run and slalom races. The Forelaufer Ski Club was holding its annual Golden Stein race at Stevens Pass the same day.¹³⁸

In April 1960, Northern Pacific discontinued local passenger service after 31 years of providing access to Martin. A Bombardier Snow Tractor was leased to haul skiers three miles from Snoqualmie Pass to Martin, which was purchased in 1962. In December 1962, a log bridge was built to replace a Forest Service bridge that had been washed out by a flood and mud slide.

In October 1963, Northern Pacific power was connected to the Meany Ski Hut, and a 600 feet of 2400 volt single phase power line was built to connect the buildings. The motor-generator was kept as a backup. The Martin station was converted to automatic operation by Northern Pacific. In the summer of 1964, Northern Pacific destroyed all of its buildings at Martin.

In autumn 1971, a new floor was added over the girl's dorm, a fire escape was built on the building's west end, the drying room was enlarged, and a concrete floor was installed. In November 1973, a "worm tow" was built parallel to the "mach tow," rising 160 vertical feet, designed to run slower for beginners. In Autumn 1974, Railroad Meadows and Psychopath runs were cleared, and the water supply dam in Tombstone Creek was replaced along with the water pipe to the Ski Hut. In autumn 1976, the area south of the ski hut was leveled for a work and storage area. In summer 1978, the Forest Service logged Section 34, which included the Henrietta Woods and No-Name

¹³⁸ *Two Ski Clubs Plan to Hold Meets Sunday*, Seattle Times, April 27, 1950 (page 27).

Woods runs.¹³⁹

The Mountaineers continue to operate Meany Lodge at Martin. It is the club's oldest winter sports resort, located on a ridge above the eastern portal of the Stampede Pass railroad tunnel.

The lodge provides a warm family environment for all, with room board and hot showers for all. A secret of Meany is that we still use rope tows. We have three of them, each for a different level of skiing (beginner, intermediate and expert) and since the hill is private, hardly any waiting at all. For the experienced, the Meany campus features 39 named and many un-named runs through glades and trees. Levels up to and including double black diamond. We also provide and maintain a large set of groomed X-Country Tracks that connect the campus with the surrounding National Forest.

For the newbie, Meany Lodge Winter Sports School is for you. The school has classes for all ages and all levels of skiing, snowboarding, telemarking and classic Nordic (cross country) skiing. Classes are small, 8 students or less. There are series of lessons (most economical), drop-in, special one and two day events, all held on groomed beginner and intermediate slopes.¹⁴⁰

An article in the Tacoma News Tribune written by Craig Hill in spring of 2013, described a weekend at Meany Ski Hut. The weekend begins at an exit from Interstate 90, ten miles east of Snoqualmie Summit. A 1954 Bombardier snow tractor arrives at the parking lot, a covered tractor with tanklike tracks, to haul skiers and their gear the 2.7 miles to the "pioneering ski lodge." The Luggage is put into the Tom-Cat, then two long ropes are tossed off its back. Skiers grab hold of the ropes and are towed along to the lodge. This has been the way into Meany lodge since 1960, when Northern Pacific canceled its railroad stop at Martin.

¹³⁹ Kellog, *Meany Ski Hut Celebrated Fifty Years*, 1979, pages 85 - 88, Alpenglow.org/ski-history/notes/period/mtneer-b/.

¹⁴⁰ <http://www.meanylodge.org/>



Mountaineer's Meany Ski Lodge, Martin, Stampede Pass. Photo from Mountaineer's website.



Mountaineer's Tom Cat hauling skiers to Meany Ski Hut at Martin. Photo by Craig Hill, Tacoma News Tribune.

The Mountaineers still operate old fashioned ropes tows to carry their skiers up the hill. Its tow house is a "living museum." A still working but barely used hand-crank telephone is just inside

the door, and ropes, pulleys and tools hang on the walls. A Chevrolet truck skeleton fills most of the cabin. A four speed gear shift is on the floor that runs the rope. When the engine is in third gear, skiers travel uphill at 15 mph, the maximum speed allowed in Washington. In fourth gear, skiers move at 21 mph. This is the oldest rope tow in the state, and Meany Lodge is the oldest ski area. The fire code will require replacement of the gasoline engine by a modern electric motor by the winter of 1914.

Leaving Meany Lodge, club members ski about 2/3 of a mile until the road starts uphill. Then they are hauled along by the Tom-Cat, holding ropes, until they reach the parking lot where cars are left. If a person falls three times, he or she must ride inside the Tom-Cat the rest of the way.¹⁴¹

The Mountaineers are keeping alive a grand old tradition in Washington of skiing at Martin, and is a throwback to how skiing started in the Northwest.

Over the years Meany Ski Hut has become more than just “a good place to ski.” It has become a monument and a continuing tribute to Mountaineering tradition and to the may who devoted their time, thought and energy to its creation and its development from the beginning down through the years to the present. May it continue to be so!¹⁴²

¹⁴¹ Hill, Craig, *Skiing Like in the Days of Yore*, Tacoma News Tribune, February 14, 2013, <http://www.thenewstribune.com/2013/02/24/2487445/skiing-like-in-the-days-of-yore.html#storylink=misearch>.

¹⁴² Ball, *The Story of Meany Ski Hut*, Mountaineer Bulletin, 1956, page 56, Alpenglow.org/ski-history/notes/period/mtneer-b/.

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