



# The Ancient Skier

P. O. Box 15712 • Seattle, WA 98115

Fall 2012

## ANCIENT SKIERS BIENNIAL BANQUET - SUNDAY, OCTOBER 7, 2012 - 5:00 P.M.

Our banquet will be held at the Shrine Nile Temple Golf and Country Club. We'll gather at 5:00 p.m., socialize until 6:00 p.m. (Beer and wine, \$4.00; well cocktails, \$4.50; bottle of wine, \$21.00+. These prices should make for a happy time.) Dinner (salad, entree, dessert and coffee or tea) will follow, and the program will be over in time for more socializing to talk with old friends and meet newer members of our Association. A great time to recall the tales of yore.

The main program activity will be the Hall of Fame awards for the nominees: Kjell Bakke, Walt Taulbee and Yosh Nakagawa. Their biographies were in our Summer 2012 Newsletter. Information also will be presented about the Washington State Ski and Snowboard Museum being established at Snoqualmie Pass and an update on the museum planned at Leavenworth.

This is a sit-down dinner with entree choices shown on the registration form included with this Newsletter. Please return the registration form for the banquet to Ancient Skiers, P.O.Box 15712, Seattle, WA 98115, not later than September 28, 2012. This will give the Banquet Committee time to process registrations and finalize dinner details.

For driving direction, see page 2

~ Dave Gossard and John Hansen, Banquet Chairmen

## MILWAUKEE SKI BOWL HISTORY, 1938-1950: REVOLUTION IN LOCAL SKIING

*Editor's note: This Ski Bowl history written by John W. Lundin and Stephan J. Lundin for HistoryLink.org is based largely on their research in the digital archives of The Seattle Times, which sponsored ski lessons at the Ski Bowl and provided extensive coverage of the local ski scene. The authors' mother, Margaret Odell Lundin (1916-2001), played a role in the early days of the Ski Bowl as advisor to the Queen Anne High School Ski Club, whose members she took there for lessons for three winters. She was young, single and attractive and was often interviewed for skiing articles. The Lundins' history of the Ski Bowl will be printed as a continuing series as space permits.*

Skiing on Snoqualmie Pass dates back to the first decades of the 1900s, when it was centered around ski lodges built by private clubs. In 1914, The Mountaineers built a lodge just west of the summit. Other lodges were built by ski clubs in the 1920s and 1930s. In 1934, the Seattle Park Board opened a ski area called Municipal Park at Snoqualmie Summit. In those days, there were no tows to take skiers up the hill -- they used skins on their skis to climb up before they could ski down. The trip to the pass by car on icy roads was always an adventure. The Ski Bowl changed all of this.

Excitement grew in the fall of 1937, as news of the Ski Bowl appeared in Seattle papers. The bowl had two hundred acres, "mostly wooded but with cleared ski runs from the Old Milwaukee grade crossing down out of the 'rim' section of the Bowl to the flat area in which the railroad company has erected a two story ... ski cabin."

One of the Northwest's best ski instructors was hired to give lessons: Ken Syverson, an assistant to noted Austrian instructor Otto Lang. An "instruction course" was cleared close to the ski cabin where lessons would be held.

The Milwaukee Road ran ads promoting the Ski Bowl: "All aboard for the newest of the winter playgrounds, Snoqualmie Ski Bowl (61 miles east of Seattle)." The Seattle Times said the ski trains should "come in first in the ski area's rating of excellence." Ski Trains had "warm, comfortable coaches, a specially equipped baggage car for storing your skis, and a recreation car for dancing." There was a covered platform



*The authors' mother, Margaret Odell Lundin  
photo courtesy of the authors*

Continued on page 3

**ANCIENT SKIERS EMERITUS AWARDS**

At our last biennial banquet in 2010, Ancient Skier Emeritus Awards were made to age-90+ members. Your Board wishes to continue making this award to members who have turned 90 since the last banquet or who will turn 90 by the date of our coming banquet, October 7, 2012.

If you are in this category, please e-mail John Hansen at johnski2sea7047@aol.com or call him at 206-726-0674 before September 15, 2012. This will give time to prepare the award certificates.

This summer, William Stromberg reached his Emeritus milestone and was sent his certificate to be sure he got it right away. It is hoped he will be at the biennial banquet to be recognized.

**WELCOME NEW MEMBERS**

**Jim and Mary Jane MacKay**

4032 50th Ave. S., Seattle, WA 98118, 206-721-0130  
mackay3222@MSN.com

**Ross and Heana Wood**

PO Box 1589, Sun Valley, ID 83353, 208-622-5487  
13811 W. Via Tercero, Sun City West, AZ 85375  
623-544-9435 (in April-May, Oct-Nov)  
rfwood@cox.net

**MISSING MEMBERS**

The Summer Newsletters mailed to the following members were returned as being unable to forward, probably due to the U.S. Postal Service rule that mail forwarding notices expire after six months. If anyone knows the new addresses of these members, please e-mail the Membership chair, Mary Lynne Evans, at marylynneevans@comcast.net so she can send them their Newsletter.

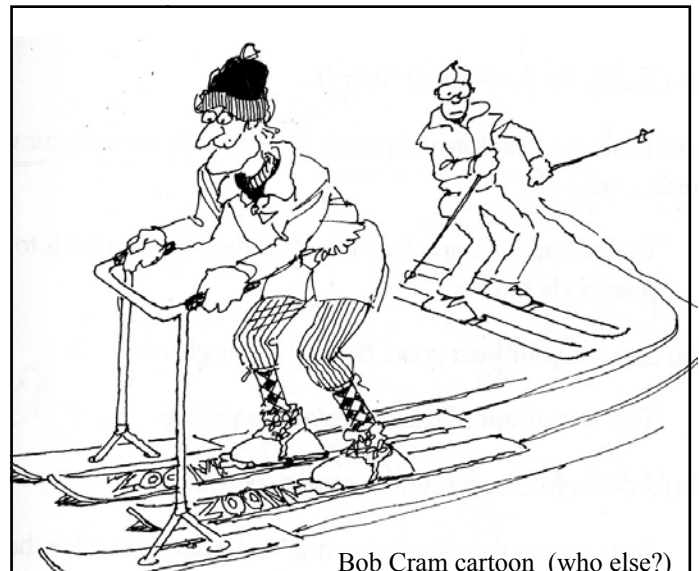
- |                             |                      |
|-----------------------------|----------------------|
| Bud Brady                   | Ruth Merryfield      |
| James and Catherine Chilton | Reta Murray          |
| Corky & Carol Erickson      | Tom & Ingrid Owen    |
| Sandi Fisher                | Bob & Greta Sorenson |
| Jean Furneaux               | Hugh & Mary Toomey   |
| Frances Morse               |                      |

**ANCIENT SKIERS 2013 - 30th ANNUAL SUN VALLEY REUNION**

Arrangements have been made for the 30th Sun Valley Reunion, January 19-26, 2013. The reservation booking form was sent with the Spring Newsletter. When booking a room, a booking code is no longer used. Just tell the reservationist you're with the Ancient Skier group. Call Sun Valley at 1-800-786-8259.

The form for registering for the reunion will be sent with the Winter Newsletter near the end of October. Deadline for signup is November 28, 2012. If you plan to be away from your home in November, arrange for someone to send in your registration form before the deadline. Changes in reunion registration will be permitted through the first week of January.

*Marlys Gerber, Chairperson, 206-271-1575  
Becky Klassen, Registrar, 208-309-0366*



*You may qualify as an Ancient Skier if you're retrofitting your walker with skis.*

**Ancient Skier Officers**

- |                  |                 |
|------------------|-----------------|
| John Hansen      | President       |
| Len Gerber       | Vice President  |
| Ed Taylor        | Secretary       |
| Frank Leibly     | Treasurer       |
| Mary Lynne Evans | Membership Chr. |
| Richard Merritt  | B.O.D. Member   |

**Newsletter Editor**

Tina Rieman  
tinarieman@tumwater.net

**Membership Applications**

Mary Lynne Evans  
P.O. Box 15712  
Seattle, WA 98115  
marylynneevans@comcast.net

**Address Changes**

Carole Taylor, Roster Chair  
425-629-3501  
taylorskiers@comcast.net

**BIENNIAL BANQUET DRIVING DIRECTIONS** *Continued from page 1*

**Arriving from the south:** From I-5 northbound, take exit to Edmonds, curve around under I-5 and go west on N. 205th (Hwy 104) for about two blocks, turning to the right on the first road, through the Shrine gate, and wind through the golf course up the hill to the parking lot on the level with the clubhouse. **DO NOT USE GPS AS YOU'LL BE DIRECTED TO THE WRONG SIDE OF I-5.**

**Arriving from the north:** From I-5 southbound, take exit to Edmonds and follow N. 205th about two blocks, turning to the right on the first road and follow it to the clubhouse as above.

**Arriving from the east:** From Lake Forest Park, take Ballinger Way which turns into N. 205th, cross under I-5, and follow the above directions.

**Departing north or south on I-5:** Continue in the direction used coming to the clubhouse around the end of the clubhouse, where the road swings right and winds through the golf course for a few blocks, pass through the gate in the golf course fence, and follow the road to right. To go south, turn right at the Freeway entrance sign. To go north, cross over I-5 and follow signs to Lynnwood or Everett.

**Departing west:** Go back on the road followed entering and turn west at N. 205th (left turns not permitted).

## MILWAUKEE SKI BOWL, 1938-1950: REVOLUTION IN LOCAL SKIING *Continued from page 1*

at the Ski Bowl offering protection to the passengers departing from the train.

The Ski Lodge was a two-story building “capable of unlimited expansion,” with a waxing room and ski racks on the first floor, and a large recreation room with a fireplace and a 94 foot lunch counter on the second floor. Skiers had their choice of downhill runs, steep or casual. More than 300 tickets were sold for the first weekend.

The Ski Bowl had the region’s first ski lift, an 1,800 foot “Sun Valley type lift,” later called a Poma lift:

“Suspended from the cable are other cables, ending in a trapeze-like wooden handle to which the skier clings. He stays on his skis, keeps in a track, and is pulled up the course at about four miles an hour -- a moderate pace, but it takes no time to get to the top. Then when he leaves the grade crossing, he has his choice of five downhill runs, each named after a crack Milwaukee train ... Olympian, Hiawatha, Pioneer, Arrow and Chippewa.”

The Ski Bowl opened on January 8, 1938, hosting 1,200 skiers. Ceremonies included music by the Franklin High School band, and the crowning of a ski queen who was shown walking through a tunnel created by two lines of skiers holding their skis above her. The ski lift experienced some problems, as skiers’ enthusiasm derailed the cable twice as the boys and girls swung back and forth on the “hangers.” A total of 1,584 rides on the lift were taken despite the delays. The lift’s capacity for the opening weekend was 300 skiers per hour, but it was expected to double by the following weekend.

Seattle’s stores promoted their ski ware. Cunningham’s offered ski equipment: ridge top hickory skis, poles, and Almonte adjustable bindings for \$13.95; maple ridge top skis, poles, and Almonte adjustable bindings for \$10.95; complete children’s outfits for \$7.95; and flat top skis, bindings, and poles for \$8.95. Harry B. Cunningham, who operated the store, was a pivotal force in promoting Seattle skiing. He was the boys’ counselor at Garfield High School and served as the ski adviser for Garfield students, sharing chaperoning duties on trips to the Ski Bowl with Queen Anne High School Ski Club adviser Margaret Odell. Cunningham lived in Montlake, one house up from the Montlake business

district. He opened one of the earliest ski shops in Seattle, with equipment and supplies available for sale and lease. Cunningham operated out of his basement and garage until 1948, when he moved the ski shop into a storefront in the Montlake business district, where Cunningham’s Ski Lodge flourished for years.

The Ski Bowl and trains overcame opposition from parents and school officials who had worried about lack of control on the way to skiing and the dangers of traveling by car on snowy roads. “Today, however, with ski trains carrying these youthful ski aspirants, the opposition is melting to a great degree. ... It is expected that the Ski Bowl and

ski trains will do much in the future to erase the official objection.”

Ski trains were an immediate success, and the Ski Bowl became the primary destination of Northwest skiers. The railroad built on the region’s intense interest in outdoor sports, and the lack of adequate highway access to ski areas. Its catch phrase, “Let the Engineer do the Driving,” highlighted the ski package’s ease and convenience. High school ski clubs were formed to take advantage of the easy access to the ski area. The Seattle Times offered free ski lessons, and thousands of



*Milwaukee Ski Bowl Lodge; Seattle P-I Collection, MOHAI.*

students enrolled to learn skiing.

“The area is well lighted and later trains will permit skiing well into the evening.” Trains for night skiing featured “two big recreation coaches for dancing. Geo Smith’s famous orchestra will provide music, but to have even more fun, bring your own instruments too.” Evening ski trains left Tacoma at 4:45 and Seattle at 6:00, arrived at the Bowl at 8:00, and began the return trip at 10:00 p.m. It was determined, after “profound research,” that this was the first night ski train in America. That first night ski train carried 300 skiers to an “evening’s sport at the bowl.” In three hours, the participants got all the skiing they wanted and arrived back in Seattle at 1:00 a.m. The night’s record was 12 runs for a total of 3,600 feet of skiing, and the average was six or seven runs.

The Snoqualmie Ski Bowl closed for the season on March 17, 1938, after hosting 11,000 skiers over 11 weekends.

*To be continued in the next Ancient Skier Newsletter*

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~ REMEMBERING ~

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**Jim Sweeney 1938 - 2012**

Jim was born in Seattle, graduated from West Seattle High School, and kept his roots in West Seattle by owning and operating the Alki Lumber Company, a business founded by his grandfather in 1921. He was an expert skier, making many turns on Baldy in Sun Valley, and loved boating and world traveling with his wife of 47 years, Judy. Daughters Lisa and Lynn and their five children and his sister, Karin, and his wife Judy, survive Jim. His greatest gifts were his generosity, patience, and wisdom that touched many lives.

**Bob Withington 1917 - 2011**

Holden "Bob" Withington, a 1941 MIT graduate, is best known as the designer of the Boeing B-52 bomber. (He worked with another Ancient Skier, Bill Cook, on that design.) Again with Bill Cook, the Boeing Trans-sonic (approaching the speed of sound) Wind Tunnel was designed, which led to the jet engine, swept-wing basic airplane design used for planes starting with the B-47 to those being built today.

Bob was an avid skier and a member of the Crystal Mountain Founders Club, served on the Crystal Mountain Board of Directors, and was a tireless supporter of the Crystal Mountain Athletic Club racing program with his wife, Betsy. They also regularly attended the Ancient Skiers' Sun Valley reunions.

Although Bob was a leading aeronautical engineer, he did not learn to fly until, when he was 80 and built a two-seater airplane in his backyard, he earned his private pilot's license. Bob is survived by his wife, Betsy, and daughter Victoria (Torrey).

**Jean Tokareff 1919 - 2012**

Although Jean and her husband, Tom, were never members of the Ancient Skiers, her contributions to the development of skiing instruction in the Puget Sound region must be recognized. When her son, Chuck, was a Lynnwood Junior High student in the mid-1950s, the school did not have a ski school program. So they started one with Jim Whittaker as director and assistance by John Hansen, certified instructors, and two teachers from the school. Transportation was by private chartered buses. At the time, chartered buses were in very short supply for taking ski schoolers to the mountains.

Jean was a very astute person and wondered why buses that took students to schools couldn't be used for ski buses at other times. She found that state law prevented that, so she convinced the state legislature to change the law and permit school bus use to transport skiers. This allowed all school-district programs to use district buses and, thus, dramatically reduced the cost of lesson packages.

Her Lynnwood Junior High program grew into the Edmonds District #15 ski school, which taught over 25,000 students to ski between 1955 and 1980. Students could sign up for six ski lessons and transportation for \$7.50 per day. Over time, one-hundred thirty-two students became ski instructors and three started their own schools.

Jean also co-sponsored the Wednesday Gypsy Ski Bus that traveled to different ski areas for 47 years, and she was an avid horsewoman, mountain climber and backpacker with her husband Tom.

She was preceded in death by her husbands, Charles Hazelton, Tom Tokareff and Dr. Ed Prince. Jean is survived by her children, Chuck, Jan, Violet, Anne and Margaret, and 12 grandchildren.

**Craig Woodward 1947 - 2012**

Craig began skiing at an early age, with special acknowledgement to Dad John, who was a WW II 10th Mountain Division head ski instructor. Craig's family would spend two weeks at Sun Valley each year, adding to his good early start at being an excellent skier. Craig raced for a couple of years under the PNSA but he didn't like being confined to a race course.

Mt. Baker was his ski home while attending Western Washington University, and he spent a year skiing in Switzerland, Austria and France working for Georges Salomon.

Craig instructed skiing for the Sun Valley Ski School for 15 to 20 years, with advanced private students being the most fun. He met his wife, Juliann, there and they were married in 2004 and retired from ski teaching. Craig's enthusiasm for life carried over to his other activities: paragliding, scuba diving, motorcycle riding, and fishing. It's also believed he holds the fastest top-to-bottom time on Baldy's Warm Springs run of two minutes and ten seconds. He is survived by his wife, Juliann, father John, and sister Wendy.

**Betty Allsop 1922 - 2012**

Betty was born in Bellingham. She was preceded in death by her husband of 61 years, Ivor John Allsop. She met Ivor in 1936 in Sun Valley, where she was among the first employees of the Sun Valley Resort as an ice skater. Her second husband, Howard Nactrieb, died in 2009. Betty assisted Ivor in starting Allsop, Inc. in 1964 by making "Boot-ins" in their garage. Boot-ins kept leather-soled boots straight and were designed to make carrying boots easy. This product turned into sport shop boot display racks. The business grew into a major ski equipment manufacturer. She is survived by her sons, Jon, Mike and Jim, five grandchildren, and seven great grandchildren.

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**READY FOR SOME IN-CITY SKIING?**

Imagine you're at the peak of your skiing career. You're clad in a sleek U.S. Ski Team stretch race suit. You're in a parallel-slalom starting gate at the top of Seattle's Counterbalance. Yes, the Counterbalance, which plummets down Queen Anne Hill -- or at the crest of one of downtown Tacoma's steep streets -- or on a 60-meter-high ramp in the middle of Yakima. The slope is covered with snow. It may be manmade. Or it might have been trucked in from the Cascades.

That's the sort of experience facing a small, select group of top World Cup racers again this winter. Four seasons ago, they tried it with an exhibition event on a 170-meter-long ramp in Moscow. Since then, they've been on another, larger Moscow ramp and before a boisterous crowd in Munich's Olympia Park on a hill built from World War II bombing debris.

World Cup points are on the line these days, too. No more exhibitions. And coming up next for both men and women will be a January 1, 2013, event in Munich, the scene of a rainout last season.

For most participants, the in-city settings, the crowds, the parallel elimination events, and the cash awards provide much excitement. But there's also some displeasure because only two dozen or so of the several dozen world-class skiers competing all season are given a chance to participate and to earn points that count toward the overall World Cup titles.

~ Mike Dederer