

The Ancient Skiers

of the
Pacific Northwest



by
Joy Lucas
2006

INTRODUCTION

When I was asked if I would write the history of the Ancient Skiers, I was excited and willing. My husband, Jim, and I were a part of those early skiers during those memorable times. We had “been there and done that” and it was time to put it down on paper for future generations to enjoy. Yes, we were a part of The Ancient Skiers and it is a privilege to be able to tell you about them and the way things were. Life was different - and it was good!

I met Jim on my first ski trip on the Milwaukee Ski Train to the Ski Bowl in 1938. He sat across the aisle and had the Sunday funnies - I had the cupcakes - we made a bond and he taught me to ski. We were married the next year. Jim became Certified as a ski instructor at the second certification exam put on by the Pacific Northwest Ski Association (PNSA) in 1940, at the Ski Bowl. I took the exam the next year at Paradise in 1941, to become the first woman in the United States to become a Certified Ski Instructor.

Skiing has been my life, from teaching students, running a ski school, training instructors, and most of all being the Executive Secretary for the Pacific Northwest Ski Instructors Association (PNSIA) for over 16 years. I ran their Symposiums for 26 years, giving me the opportunity to work with many fine skiers from different regions as well as ski areas. Jim and I helped organize the PNSIA and served on their board for nearly 30 years.

We started teaching at the Milwaukee Ski Bowl with the Times Free Ski School before World War II and I was the last secretary for the Washington Ski Club when the War broke out and they closed down the club. We, too, hiked in from Narada Falls and rode the Alta Vista rope - and fell in those deep, deep holes that were known as Devil’s Dip. We ran the Deer Park ski lodge and ski school in the Olympics in 1941 and made the monstrous amount of \$90 for the whole season! We helped Bruce and Virginia Kehr drag the rope up to the Bowl on Big Chief at Stevens Pass.

Right after the War, we managed the Ski Bowl, taught for Hal Kihlman at Snoqualmie for 9 years, ran our own Evergreen Ski School for 18 years and were Technical Directors for KING Headway and Mogul Mouse Ski School. Jim also taught for the Seattle Country Day School at Stevens Pass for Kathy Hand as well as the Mountaineers Ski School at Snoqualmie. We taught for 27 years at Snoqualmie Pass before moving to Ski Acres with John Mohan and the Ski Acres Ski School for another 14 years - for a total of over 50 years. Jim retired as the oldest Certification Examiner in the country at age 75. We taught until we were 75 and 80 and skied until we were 80 and 85 - and we skied better then than at any time in our lives!

Then I was asked to be the Editor of the Ancient Skiers Newsletter - and look what it led to! Yep, it was a wonderful life!



Jim and Joy Lucas
when they retired from teaching
in 1992

ACKNOWLEDGEMENTS

Since the newspapers no longer have copies of those golden days, I have drawn upon our own scrapbooks as well as others to show how popular skiing became and the tremendous amount of coverage the papers gave to the fledgling sport. Many of the stories are from our experiences as I didn't get as many tales from other old-timers as I would have liked - so I ask your forgiveness for telling so many tales from our years of skiing. The memories just kept popping up.

My thanks to the Professional Ski Instructors of America-Northwest (PSIANW) for allowing me to use stories and articles from my book, *It Started in the Mountains*. So many key things are pertinent to the Ancient Skiers as well. A call to Bob Cram and he was willing to let me use cartoons and captions from *You Know You Are an Ancient Skier... .If...*, the book done in cooperation with Irv Pratt.

This book would not have been possible without the help and encouragement from B Jo and Tom Allen, Delight Mahalko, Ed Taylor, John Hansen, Len Gerber and Dave Gossard. They let me read all their records and I have tried to put them into meaning as they would want them. My thanks to Irv and Arlene Pratt for loaning me their scrapbooks and pictures, to glean stories that need to be told, and to Chuck Howe, who loaned so many special pictures of Mt. Rainier and the early years. I am especially indebted to Kay Haley, whose journalistic knowledge and proofing made it all come together. And what would I have done without the computer savvy of our daughter, Kate Lucas. When my computer broke down with the load, she was the one who came to my rescue.

Writing this book has been a joy. My thanks to you all.
-Joy Lucas 2006

Editor's Note: This reprint includes several corrections of the original text and selective brief updates which became known since the original printing.

WHO WERE THE ANCIENT SKIERS?

The original Ancient Skiers skied in the Pacific Northwest prior to World War II. They skied mainly at Paradise on Mt. Rainier, Mt. Baker, Milwaukee Ski Bowl, Stevens Pass, the old Municipal Hill at Snoqualmie Pass, Meany Hut at Stampede, as well as Mt. Hood, Mt. Spokane, the Central region, the Leavenworth Ski Jumps, Mt. Bachelor, and the Blue Mountains. Of course, Sun Valley was Heaven to us all.

They were alpine skiers, jumpers, cross-country skiers, competitors, officials, Olympians, instructors, ski patrollers, as well as recreational skiers. They were a rugged group of outdoors people who were do-it-yourselfers, using old automobile engines to power rope tows. They climbed into the back-country and skied uncut snow. They built their own ski lodges and skied hard in the daytime and partied hard in the nights. Then after World War II, they were a part of the great skiing boom, with mass ski schools and burgeoning ski areas that catered to every facet of life.

This book is about those Ancient Skiers who skied during the Golden Years of Skiing; how the ski areas developed, what the sport was like, the equipment they skied on, their way of life. Many of them are still participating in the sport in their 70s, 80s and even 90s. (Just shows what skiing can do for you!)

This is also about those people who gave of their time, not for months, but years, to build the Ancient Skiers organization and Northwest Ski Museum and Hall of Fame, where they could keep their memories alive with get-togethers both on and off the snow. They planned ski reunions at Sun Valley and banquets close to home. They worked tirelessly to find a ski museum so future generations could see the old equipment and how we skied. They honored those fellow skiers who had contributed much to the sport of skiing with induction to the Northwest Ski Hall of Fame.

This book honors not only Irv Pratt, whose dedication and hard work started the organization, it also honors all those dedicated officers and hard working committees who served through the years to make Ancient Skiers the respected group it is today. We can be proud the Ancient Skiers developed into a organization that will stand on its own through the years as later generations grow into Ancient Skiers themselves.

Come join us as we take a trip backwards in time and enjoy the memories that made skiers a family.

HOW DID THE ANCIENT SKIERS START?

Tom (Tube) Hill and Tom Heard, both former members of the University of Washington Ski Team, hadn't seen each other for years. When they saw each other again in 1982, they reminisced about the old days and discussed the idea of a reunion of old-time skiers, from the days of Mt. Rainier, prior to World War II. Hill then presented the idea to Seattle Times sports editor Vince O'Keefe to get the word out to those who might be interested in having a reunion. Irv Pratt was also contacted to help get something started since he was near retirement and supposedly would have the time to work on it.

Irv thought many old skiers would enjoy getting together to "*mingle and mangle*" and remember old times. Instead of a "*clambake*," why not call it a "*clamfreeze*"? He, along with friends Hal Smith, Ginny Higman, Jean MacDonald Zweibel and Burns Smith spread the word to as many old ski friends as they could think of. Along with the article in the paper, the response was exciting, so they organized a banquet at the Officers' Club at Sand Point in Seattle, expecting perhaps a hundred or so would respond. By the time the dinner came around, about 300 people attended! Racers and Olympic champions, race officials, U.W. Ski Team members, cross-country skiers, jumpers, mountain climbers, ski patrollers, ski instructors, ski area operators, skiers of all ages - you name them - they all came. Everyone was excited to see their old friends again and memories of Paradise Inn, Tatoosh, the Guidehouse, Sluskin, Alta Vista, Devil's Dip and the Silver Skis - were relived over and over that night. The reunion dinner was so successful that people wanted to make it an on-going event.

The idea of the Ancient Skiers organization was formed a couple of years later when a few of the old skiers met at Sun Valley. It seemed every time they got together the more they wanted to keep the past alive. Howie Clifford was credited with coming up with the name, "Ancient Skiers," and it stuck. Ideas with more activities, like the banquet, a Sun Valley Reunion, a weekend at Paradise, a museum where old equipment could be viewed and old skiers honored were all brainstormed. By this time, the group, composed of Irv Pratt, Glen Jones, Mel Borgersen, Hal Smith and Robert St. Louis, decided to have St. Louis, an attorney, write up Articles of Incorporation for the Ancient Skiers as a non-profit organization so they could operate in earnest. The rest is history.

THE LEGENDS

Gretchen Kunigk Fraser was America's First Lady of Skiing. A native of Tacoma, she learned to ski on Mt. Rainier from Otto Lang when she was in junior high school. Gretchen was still a kid from Stadium High School when she was picked to double for Sonje Henie, Norway's Olympic skating star, during the filming of "Thin Ice" at Paradise.

At age 16, she set her sights on skiing, but there were many detours along the route. She was named to the Olympic ski team only to come up with an injury which prevented participation. Again she was named to the Olympic team, only to have the Games cancelled due to the War. She was a multiple regional and national champion through the late 1930s and 1940s. Once in a mid-summer Golden Rose Race at Mt. Hood, in a blazing downhill run, she wiped out the finish gates, the time keepers and some others in a violent finale that sent her to the hospital for several weeks. In 1939, she married Don Fraser, also an Olympic ski team member, and together, they continued their racing careers.

In a day when women were not encouraged to take part in elite-level sports, Gretchen was the epitome of a great champion and at the first Winter Olympics after World War II, she became the first U.S. skier to win America's first alpine ski medals - a gold for the Slalom and a silver for the Combined in the 1948 Winter Olympic Games in St. Moritz, Switzerland. She was hailed by the media as "the little pig-tailed housewife." Her historic performances were a collective seminal moment as the American ski industry began to grow following the war. She gave the nation a gracious champion.

She left her mark not only as a champion but a caring and inspirational lady who was instrumental in the development of the Special Olympics and contributed many years in working with their programs. Sun Valley was home to Gretchen and Don for more than half a century. She spent her life living the Olympic ideal and sharing the Olympic spirit as an energetic contributor to her community ... so others could enjoy the sport which meant so much to her. In her honor, Sun Valley christened one of their ski runs, "*Gretchen's Gold*," as well as naming one of the restaurants in her name.



Don Fraser, American ski pioneer, a native of Seattle, learned to ski at Mt. Rainier. During the '30s, he was twice PNSA champion and won the first Silver Skis race in 1934 and again in 1938. He was a member of the U.S. Olympic Ski Team to Germany in 1936 and again in 1940 when the Games were cancelled due to the War. He was a member of the FIS squad in 1936 and went to Chile in 1937 with the U.S. Team where he won the South American Slalom and was 2nd in the Combined races.

Don visited Sun Valley for the first time in 1937 with Don Amick to race in the Harriman Cup. As guests of the Union Pacific and Sun Valley, they were given first-class tickets aboard the Portland Rose. When they stepped off the train, a warm bus took them to the Sun Valley Lodge, where all the movie stars were standing around waiting to see the great skiers - and they walked in dressed like bums. They felt like kings to stay in the Lodge, since they were used to the old Guide's shack at Mt. Rainier.

Note: Alpine skiing for men and women was introduced to the Olympics in 1936, with the 1940 Games being cancelled due to the War.



Otto Lang, the Grand Old Man of Skiing, passed away shortly before his 98th birthday in January 2006. Less than a year before he died, he said, “ I know it is a broad statement, but it is true; skiing is responsible for everything in my life. It connected everything.”

He was raised in Austria and his early competitive career began in the Junior Nordic disciplines, particularly jumping, and ended as a Senior Alpine racer for the Arlberg Ski Club, competing in the prestigious Arlberg Kandahar.

He worked for Hannes Schneider, the father of the Arlberg Technique. Through encouragement from one of his students, he came to the United States, where he met one of his students, Nelson Rockefeller, who encouraged him to come to the Northwest.

He opened the first official American Hannes Schneider Ski School at Mt. Rainier in 1937, followed by schools at Mt. Baker and Mt. Hood. He authored *Downhill Skiing* in 1936. It was used as the bible for the first examinations to certify ski instructors. Otto was Chief Examiner for the first Certification Examination in the Northwest, held at Paradise on Mt. Rainier in April, 1939.

Rockefeller began visiting Sun Valley and wanted Otto for his private instructor. He encouraged Averill Harriman to hire Otto as an instructor for the Sun Valley Ski School. At the beginning of World War II in 1941-42, Otto became Director of the Sun Valley Ski School. During the filming of *Sun Valley Serenade*, Lang’s skill caught the eye of Darryl Zanuck, who was in charge of production for the Army Signal Corp. Zanuck commissioned Lang to make military training films, among them *The Basics of Skiing*, used extensively to train the newly formed Mountain Division.

In 1952, Lang left Sun Valley to pursue a successful career and life in the Hollywood film industry. In 1987, he moved back to West Seattle and began work on his autobiography, *Bird of Passage - the Story of My Life*, published in 1994. Later, he published *Around the World in 90 Years*, a collection of his travels.

. . You Know You Are an Ancient Skier. . If . .

. . You know how to spell Gretchen Fraser’s maiden name.

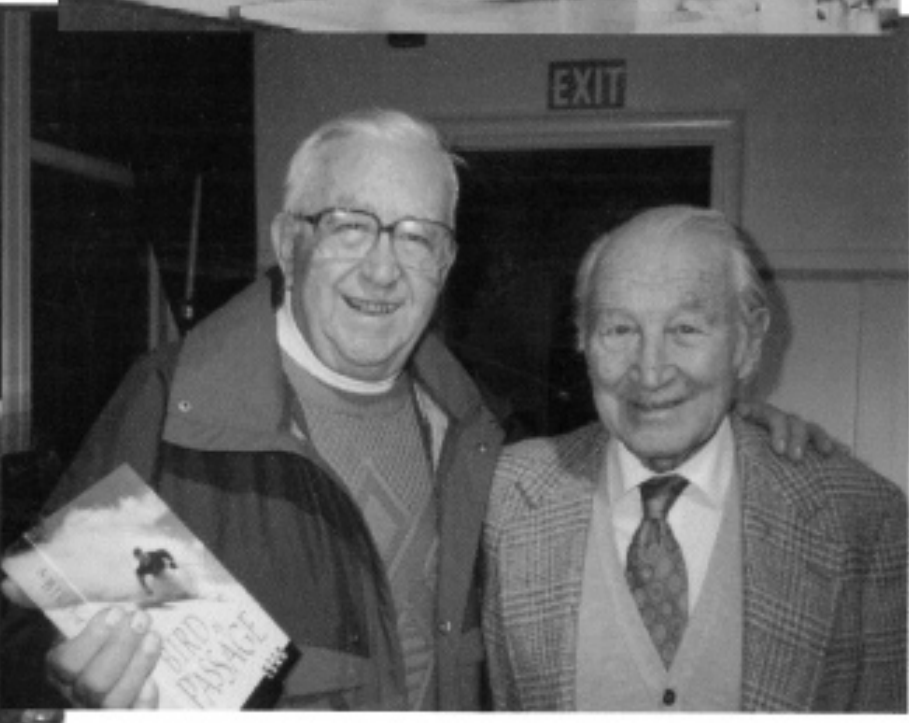
. . You can remember who won the first Silver Skis Race.

. . You know the year Otto Lang came to Mt. Rainier.



1948 Olympics at St. Moritz

Gretchen Fraser winning the first
Olympic skiing gold medal
for the United States



Upper right: Don Fraser on the left and Gretchen Fraser on the right

Upper left: Otto Lang when he came to Sun Valley

Lower: Otto Lang and Webb Moffett in the later later years

SKIING BEGINS TO GROW IN THE NORTHWEST

In 1914, the Snoqualmie Pass roadbed was laid through forests to Lake Keechelus - the first passable road between the counties east and west of the mountains. To celebrate the occasion, a cavalcade of autos drove for 5 hours to the lake where they met the cavalcade from Ellensburg. The road was not kept open during the winter months, and it would be May before the road was opened through the Summit. With major improvements to the highway, in the latter part of the '20s, the speed limit was raised from 30 to 40 miles per hour, and by 1931 the road was kept open the whole winter.

When cars and roads became a part of the American scene, modern skiing as we know it, began to grow, first by Norwegian jumpers and cross-country skiers, then alpine skiers. Many early ski areas in the '30s and '40s were set up by Park Departments, Forest Service and ski clubs, and runs were simply cut through the trees. Most had warming huts, food or equipment rentals, but not all had rope tows. Ski clubs flourished wherever there was snow and a hill throughout the Northwest. Skiers hiked from the roads into the cabins and climbed the hills for each run - or climbed into the back-country for one long run in a day. Jumping was big in the early days and many clubs developed to provide the thrill of jumping for their members. Some of the people took the train to Stampede Pass and the Mountaineer's Lodge, or to the National ski jumps at Leavenworth, which were big in those years.

In the very beginning, the activity of the skiers was haphazard at best. Almost everyone started with high school or church groups - generally on single-day outings. Rented skis with "bear trap" bindings (meaning non-release, metal toe plates with a leather heel strap), ill-fitting boots and clothing that were usually warm enough but ended up wet, were standard. On these outings the perfect slope was relatively short, not too steep and - of necessity - ended with an up-slope.

Little was known about downhill skiing and skiers learned the hard way - on their own. Those who could turn, became self-appointed instructors. Until the ski schools began, reading "How to Ski" books was the only way to learn more about the sport. Otto Lang's *Downhill Skiing* and Charlie Proctor's *Skiing* became the bibles for ski technique.

Many were the injuries as skiers learned on their own. They were in need of proper instruction as well as help for the injured and guidelines for their safety. Thus the ski patrols and ski schools became vital parts of the skiing community.

Ken Syverson directed the first ski school at Paradise in 1936. Otto Lang, a former assistant of Hannes Schneider, father of the Arlberg Technique, came to the Northwest in 1937 and started the first Arlberg ski schools at Mt. Rainier, Mt. Hood and Mt. Baker with Ken Syverson as his assistant.

Northwesterners were rugged, outdoors people who participated in many sports activities. During the Depression, with money scarce, there was much scrounging and making what was needed by hand. By the mid-1930s, creative mechanics figured out how to use old automobile engines to power the first rope tows and skiing became *the* sport during the winter.

From small ski areas with little more than a rope and a warming hut, far-sighted entrepreneurs began developing ski areas - bringing all segments of skiing together as a family - the ski areas, the racers, the ski schools and the ski patrol. Each contributing to the phenomenon that made the Northwest special. Skiers knew everyone on the hill and a sense of community was built, whether from Oregon, Washington, or Idaho - Central Washington, Spokane, or the Blue Mountains - Mt. Rainier, Timberline, Mt. Bachelor or Sun Valley - a bond was made - They were the Brotherhood of Skiers.

THE ORGANIZATIONS

The Pacific Northwest Division of the National Ski Association (NSA) encompassed Washington, Oregon and Idaho - and early on, even Alaska. From it, came the Pacific Northwest Ski Association, (PNSA) Pacific Northwest Ski Areas Association, (PNSAA) National Ski Patrol, (NSP) and Pacific Northwest Ski Instructors Association, (PNSIA), each developing to fit its own special needs. They were blessed with outstanding and talented people from each state who contributed much in creating efficient direction for skiers of the Northwest.

Pacific Northwestern Ski Association (PNSA)

The Pacific Northwestern Ski Association, (PNSA) a division of the National Ski Association, was organized in 1930. (In later years, it was shortened to the Pacific Northwest Ski Association). It authorized, coordinated and judged competitions for jumping, cross-country and alpine racing, through ski clubs in Washington, Oregon and Western Idaho for Inter-club, Regional, National and International competitions. Some early officers and officials brought to mind are: Peter Hostmark, Otto Strizek, Otto Sanford, Frank "Trader" Horne, and Bob Hayes.

In 1934, Hans-Otto Giese of Seattle was one of a special group of early skiers who were responsible for developing skiing into the popular sport it became in the Northwest. He organized and conducted annual All-City High School 4-Way Tournaments for 10 years at Snoqualmie Pass. He can be given credit for developing inter-school competition among Seattle high schools in Cross-country, Downhill, Slalom, and Jumping. Skiing was an unofficial sport in Seattle high schools and a minor sport at the University of Washington, with four-way competition for collegiate meets. Many of our Ancient Skiers were a part of those teams. Giese organized the first Silver Skis race, starting at Camp Muir on Mt. Rainier. It was rated as one of the top races of the country drawing many top international skiers. It was Hans-Otto who was one of the key players in helping bring the Olympic Ski Tryouts to Paradise in 1935 - and the skiing craze made its first giant step.

Here is what Chick Garrett, sports writer for the Seattle Star, wrote about the new craze of skiing, on December 15, 1937

"How about this big fellow, Northwest Skiing, who, only four years ago, was wearing swaddling clothes? The sport, which now attracts some 65,000 devotees in the Pacific Northwest, at a conservative guess, got its first boom in 1935 when our skiing officials, ably aided by Torchy Torrance and Darwin Meisnest, went east and sold the eastern ski powers on staging the National downhill and slalom championships and Olympic ski trials at Mt. Rainier. Further more, Peter Hostmark, President of the Pacific Northwestern Ski Association, was appointed to the Olympic ski committee and re-elected second vice president of the National Ski Association.

"With the staging of the Olympic Trials and National Championships in 1935, with the definite build-up of downhill and slalom in the skiing world, the Pacific Northwestern Ski Association took its rightful place of importance in national skiing. And whether more big ski events come westward or not - if you take the word of the people who make it a business to follow the sporting trends, the season of 1938 will be the biggest in sports history."

The National Ski Patrol

The National Ski Association (NSA) authorized the formation of the National Ski Patrol in 1938. It was formed to encourage more patrols and also raise the standard of requirements for membership in local patrols, as well as be an organized group for the advancement of skiing.

While the East had developed ski patrols, nothing had been done out here. "The welfare of all skiers" was still a thought in its infancy in the Northwest - Ski Patrols were lacking - groups of volunteers, competent to assist the injured, warn the careless, were desperately needed. Bob Hayes, of the PNSA, who was a mountain skier of the old school, was considered the man to do it. Bob explained, "What skiing needs is an efficient patrol, with members at every center where there is an accumulation of skiers. It wouldn't interfere with their skiing, either ... Their reward would be doing good for other people."

The Pacific Northwestern Ski Association started the Ski Patrol System in the Northwest in 1939 and Lyle St. Louis is credited as the man who brought it into reality. Being a teacher, he took many students to the mountains to teach them the love of the mountains and naturally, it turned to skiing - and injuries. He took all available first-aid classes and began teaching first-aid. He organized voluntary ski patrols on Mt. Rainier, Snoqualmie, Chinook Pass and Stevens Pass. He helped develop the first rescue missions. From this beginning, came the Safety and Mountain Rescue Missions that are known today. His Ski Safety Tips, drawn by Bob Cram, appeared in the Seattle Times and Seattle Star to educate skiers in the ways of skiing safely. Lyle became the first National Ski Patroller in the Northwest, the highest honor bestowed by the National Ski Patrol.

In the early years, the Ski Patrols were all volunteers. From the '50s, every Washington's Birthday, they sold ski pins, and the Ski Areas would add on a 5¢ charge to ski lift tickets to help raise money for their supplies. Very few patrolmen were good skiers early on - their gifts were in their hearts to help others. The ski instructors would have special free ski classes for them or just tuck them into their classes to help improve their skiing. Instructors would act as examiners for Patrol ski tests to check their capabilities. The Patrol would give first-aid classes for the instructors, as at that time, instructors had to maintain a current first-aid card so they could give aid when needed. This made for wonderful communication between the two groups in all areas. In those days, whenever someone got caught in an avalanche, all instructors joined with the rescue groups. It was all for one and one for all.

The Sno-Owls Ski Club was at Snoqualmie and its members were mainly Ski Patrollers. Johnny Hite of Snoqualmie Pass served on their Ski Patrol for over fifty years. Other prominent Ski Patrolmen were Kurt Beam from Stevens and Harry Pruzan of Crystal Mountain. Dr. Otto Trott, Seattle physician, was instrumental in forming a Ski Patrol at Baker in the early years, and continued into the '90s, contributing his time and efforts to develop better toboggans for transporting and handling injuries for fellow skiers.

Pacific Northwest Ski Areas Association (PNSAA)

In 1956-57, the first formative meetings leading to the formation of the Pacific Northwest Ski Areas Association (PNSAA) were held at Webb Moffett's house in Seattle. The first meetings were attended by ski area operators Webb and Virginia Moffett for Snoqualmie Pass; Carter Watson for Mt. Baker; Charley Rankin and Ken Hawkins for White Pass; Al Mettler for Mt. Spokane; Bruce and Virginia Kehr and Don Adams for Stevens Pass. These early meetings were precipitated by mutual feelings that the Ski Patrol, ski instructors and

racers were playing one area against the other in order to gain as many free tickets and other favors as possible. The PNSAA was formed to exchange information and formulate a uniform gratuity policy by which they would all abide. Carter Watson was elected President, Don Adams Vice President and Virginia Kehr as Secretary. Each of the original areas became charter members of the PNSAA and received a certificate dated September 1, 1957.

Pacific Northwest Ski Instructors Association (PNSIA)

The National Ski Association (NSA) authorized the first ski instructor examinations in 1938. In 1939, PNSA appointed a committee, headed by Frank (Trader) Horne and Robert Hayes, to hold the first ski instructor certification exams in this division.

Included in duties of the committee were selection of qualified examiners, selection of examination sites, conducting the examination, and acting upon recommendations of the examiner concerning the results of the examination.

The examinations were extremely rigid - including tests on mountaineering ability, skiing ability, (demonstrations of all types of turns, etc.) and teaching ability (actual teaching under class conditions). In addition, each applicant had to present a Red Cross first-aid card showing that a 20-hour course had been passed.

The first ski instructor examination was held at Paradise on Mt. Rainier, April 22-23, 1939. Otto Lang was Chief Examiner and Luggi Foeger and Arthur Schlatter were the examiners, and six instructors were certified: Ken Syverson, Ariel Edmiston, Max Sarchett, Ralph Bromaghin, Gerry Perry and Jim Parker.

Four exams were conducted before World War I1 for a total of 30 instructors. The 2nd exam was conducted by Dick Durrance, legendary racer from Dartmouth, on January 13-14, 1940, at the Ski Bowl, with Rex Clay, Bill Durant, Larry Linnane, Jim Lucas, Ed Notske, Leland Osborn and Leo Spitzner passing. Tom Hill and Olaf Rodegard passed the 3rd exam, at Mt. Hood, on April 27-28, 1940, with Max Sarchett and Ariel Edmiston as Examiners. Joy Lucas, Judd Nelson, Dave Nurse, Scott Osborn, and Tom Stewart, the first to be certified from Alaska, passed April 12-13, 1941, at Paradise, with Tom Hill and Max Sarchett as examiners. While others passed the exams, the above instructors continued teaching for many years.

The program went on hold until after the War, when Ken Syverson was appointed Chairman of the PNSA Certification committee, followed by Otto Ross, Joe Harlacher and Hal Kihlman. In 1958, the demand for more qualified ski instructors caused the certified instructors to form their own organization, the Pacific Northwest Ski Instructors Association, (PNSIA), to better educate and test instructors for the ski schools. Joe Harlacher became the first President and Art Audett the first Certification V. P.

The Free Ski School

Probably the biggest impetus to skiing was when the Milwaukee Ski Train started in 1937, bringing skiers to the Snoqualmie Ski Bowl by the hundreds. The Seattle Times, under the sponsorship of the P.T.A., began offering free ski school classes for Seattle and Tacoma high school students in 1939. All the student needed was to sign up at school and buy a round trip ticket on the train. Ski School Director Ken Syverson, with his American Ski School instructors, Max Sarchett, Ralph Bromaghin, Rex Clay, Bill Durant, Bill Hubbach, Larry Linnane, Al Lubberts, Jim Lucas, Dick Ludwig, Chuck Metzger, Ed Notske, Gerry Perry, and Leo Spitzner, became the charter members of the Seattle Times Free Ski School.

SKI EQUIPMENT AND CLOTHING

As skiing became more popular in the '30s, newcomers to the sport could rent clothing as well as ski equipment to try out the new sport. They wore heavy melton cloth pants and wool flannel shirts with heavy cotton jackets. Some wore knickers with long woolen stockings. Alpine skiers wore their ski socks on the inside of the pants while the jumpers wore their socks on the outside. Girls wore hand-knit wool baby bonnets or bright kerchiefs, tied in turban style. In the later '30s, came the wool gabardine pants, very wide at the knee, tapering down to a smooth fit at the boot top. It was the tailored look with white shirts showing from hand-knit Norwegian sweaters, a bright kerchief around the neck to keep out the wind, and suspenders to keep the pants tight. Instructors wore heavy woolen sports jackets and either an Austrian hat with a feather or a billed cap with earflaps. Pants were pressed after every wearing as that crease had to be sharp!

Later, when turtle necks came out in the '50s, a student came to class and saw the instructor wearing a white turtle neck shirt, and thinking it was the ecclesiastic collar, said, "Is that a priest - teaching skiing?"

Skis were made of whatever wood was available - pine, ash, hickory, you name it. Some could be so heavy and stiff, they were like 2x4s. Skis came out differently and one had no idea if they fit you until you skied on them. The skier had to adapt to the skis - not the skis adapting to the skier. The length was measured by having the skier hold his arm high and having the skis reach the palm of the hand. Jumping skis ran about 9 ft., had 3 grooves, and took about a half mile to make a turn. Skis were strapped together at night, placing a block of cork between them to protect their camber and prevent the skis from warping. The wooden edges of the skis would wear down and it was hard to hold an edge. By the mid '30s, the first metal edges were developed in Europe and were installed by Anderson and Thompson of Seattle. They were screwed on to the edge of the skis with small screws. The first ones were always coming loose and could catch the skier or break off and need replacing, but later, the ends had an overlap that helped keep the edges in place.

Otto Ross, of Orlando, remembers his first skis came from Montgomery Ward and were made of pine. Pieces of old inner tube were used for the band that went under the toe and over the heel of a work boot—good safety binding. He learned to ski in their orchard on a small hill in front of their home.

As skis became more sophisticated with metal and fiberglass, skis changed forever - not only in weight, but length and shape as well. Still, women found few skis that fit them. Then came Jeannie Thoren from Sun Valley. She experimented with moving the bindings half an inch forward of the normal mounting and found it made a dramatic difference in control. She was ridiculed by all the ski shops in Sun Valley, but she kept up her crusade. Women were built differently than men. Their muscle structure and body mass were different. She tried to tell the ski manufacturers that they needed to make skis differently to fit women but no one heard her. She continued her crusade nationally. Then, an Austrian ski company began making skis for women. They proved exceedingly popular in the Northeastern part of Canada and worked their way over here. Soon after, K2 began making women's skis - and what a difference it made in women's skiing - thanks to Jeannie Thoren.

Bindings at first had only a leather toe strap, but, later, cable bindings came in, anchoring the boot to a metal toe plate on the ski - the "bear trap" binding - aided by an Arlberg strap that wrapped around the ankle for more support as to well as keep the skis attached in case of a fall. No wonder there were so many injuries. Each store had its own method of mounting bindings. The mountings would vary half an inch forward of the balance point or perhaps a half inch back - it was an experimental time. In the '50s came long thongs, 6 ft. leather straps that went through a hole through the ski and wrapped like a figure eight around the boot to hold it solid. There was no release - the skier had to learn to quickly free his feet so they wouldn't get caught and cause injury. Then came the safety bindings - first by Hjalmar Hvam, then the Star, with others soon following suit.

Skis had to have a base paint to keep the wood from absorbing moisture, and they were waxed each day to fit the snow conditions. There was wax for climbing, wax for speed, wax for powder, wax for hard-pack, Klister wax, too, for spring skiing which smelled to high heaven and stuck to everything that touched it!

Early ski boots were merely hiking boots, and had Sno-Seal, a greasy, salve-like substance developed by Ome Daiber, applied after each wearing to keep the boots waterproofed. In the later '30s, boots had a metal shank in the sole to keep them from bending, with double lacings and a squared off toe to better fit the bindings and give more control and support. They were put in heavy shoe trees each night to keep the soles from curling as they dried. Later, came the plastic boots that were torture to wear. Thanks to John Mulhollan, his memory foam linings for the stiff plastic boots brought changes in one's comfort as well as control.

Ski poles were made of bamboo with large rings attached by leather lacing. By the '50s, metal poles came into widespread use. The length of the poles went from ultra short to extra long, depending on the ski technique being taught at the time.

Equipment for children was unheard of in the early years. In the late '50s, rubber ski boots came out to give children more control and protection. Children's clothing, too, was handmade as there were no children's ski clothes on the market.

Much of skiing was climbing and touring, since there were no lifts in the back-country. For climbing, some skiers (if they could afford them) wore long strips of real seal skins strapped to the bottom of the skis. Other climbers were made of canvas or fake fur but either one made climbing easier. When you got to the top, you wrapped the skins around your waist and skied down. Those were the days when the kick turn was in its glory, so you made no false moves on a steep hill. Many were the kick turns some of us made on really steep slopes.

Skiers envied the golden suntans of the Sun Valley instructors. In the spring, they flocked to the mountains in bathing suits and shorts, hoping for that golden tan that said they were skiers! There were no good sunscreen protections in those days and no one understood the dangers of the spring snow and sunshine at high elevation. They covered themselves with baby oil that fried their skin. Every week, skiers came back with owl eyes from their sunglasses and sunburns. In 1939, the sunrays were exceptionally bad, and along with skins that had never experienced such powerful rays, many skiers ended up in the hospital to heal their horrible burns.

In 1939, stores advertised ski pants for \$10.00, zipped-up poplin parkas for \$7.95, Bass leather ski boots for \$7.95. Splitkein Flexible Flyer advertised their skis were 35% lighter in weight and 70% stronger than single-piece hickory skis.

After the War, Surplus stores sold 10th Mountain Troop skis and equipment. A pair of white-painted Gregg skis with Wilby bindings cost \$10.00. The ski poles were split bamboo and cost \$5.00. The baskets were 6 inches in diameter. The skis and poles could be hooked together to make a sled. To complete the outfit, there were a pair of surplus ski boots with 2-inch-high toes, a combo parka, olive drab on one side and white on the other, and olive drab poplin pants with lots of pockets. The parka came with a fur-ringed hood. The whole outfit including gloves, goggles and wax came to less than \$30.00 - and all of it was brand new!

In the '50s and '60s, with the skiing explosion, new materials came in to being and equipment as well as clothing made dramatic changes. Nylon parkas and the new waterproofed materials kept the skier warm, waterproof and windproof, too. Then came the stretch pants and skiing became a style show!

Ski equipment manufacturing began to develop in the Northwest. In Seattle, Gerber Brothers and Anderson & Thompson made skis. Wally Burr made skis to order. Sam Roffe made ski clothing. Don Shindler made down clothing and the first warm-up pants. White Stag of Portland was one of the largest makers of ski apparel in the country. Sportscaster made parkas and ski pants. In Tacoma, Bob Mickelson developed Edelweiss Ski Wear.

Master seamstresses and tailors, like Jean Lyons of Stevens Pass, bought yardage imported from France and made ski clothing to order. I made our family ski outfits. One year, I made 9 parkas for our ski school instructors - just before Christmas - while trying to set up the ski school at the same time...Never again!

Ski shops blossomed all over the region. Eddie Bauer, (the original) Warshal's, Ben Paris Sports Shop, and Windy Langlie, all were big ski shops before World War II. Cunningham's was a small home-style shop in the Montlake District that rented ski equipment and clothing. Aaland's had a ski shop in Georgetown. In Tacoma, Washington Hardware on Pacific Avenue carried a big line of ski equipment.

Lou Whittaker, along with Bob Mickelson, opened the Whittaker Chalet in Tacoma. And Jim Whittaker helped REI grow. Osborn and Ulland, opened in 1941 and Fiorini Sports started in the early '60s. These stores were the mainstays along with ski shops in department stores, the University Book Store and many others.

You Know You Are An Ancient Skier.. If...

- . . You still enjoy the aroma of klister*
- . . Your first pair of skis, poles and bindings cost less than ten bucks*
- . . Your first pair of stretch pants were made personally by Sam Roffe*
 - . . Chubby and Tubby is still your favorite ski apparel shop*
 - . . You know the difference between AT & T and A & T*
 - . . Dovre is a ski binding toe-plate, not a cliff in England*



Fashions from years past.

Left, the Lucas family in 1947. Joy made the family's outfits.

Lower right, illustration from *Ski Illustrated*, 1938.

Lower left, White Stag advertisement from *Ski Magazine*, 1954

FULL-ZIP ANDRAK

The perfect in water-repellent Nylon with full zip front, attached hood, zippered chest pocket, Chest Flap, Black, Claret Blue, Red. Size S-M-L-XL.....\$34.95

Women's "Sweatsh" Andrak, with neck, color-matching \$11.95

Men's White Stag Galoshes Mid-Tops, see here.....\$21.95

At your favorite Ski Shop

White Stag

50, FEBRUARY, 1954

SKI ILLUSTRATED

THIS means either placed an important part in the winter wardrobe. In this country Empire weight wind jackets and the popular sweaters that fit into the top of the best made important skis. Made fasteners were used in pockets almost exclusively.

Two eyes look clean, rugged color palette, like (right) trousers, wind suitcases, head boots and goggles.

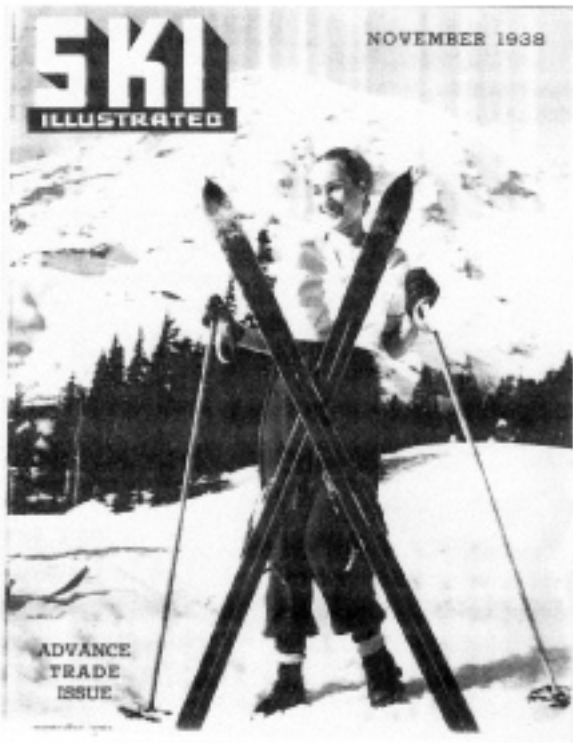
While some seek smart sleek style wind jacket, dark green poplin de dresson, black and white ski boots, white ski socks, with pink, colorful silk, wool and general accessories.

Hem-lined crew neck pullover type sweater with dark blue-grey poplin de dresson, black and white boots, white ski socks, white and red web, removable, out-eyes, knit gloves.

Blue crew neck wind jacket with contrast, top collar and warm web side fastener on left shoulder, blue galoshes, brown, wide web base, the ankle, the boots and ski socks.

Fleece lined pullover All-wool, poplin, knit jacket and trousers. (Hem) skirt, wool in, (Trousers) knit, heavy white wool base, heavy ski boots and general type knitted gloves.

Ski styles of the '30s and '40s



Styles of the '30s and '40s



SKI AREAS PRIOR TO WORLD WAR II

Paradise on Mt. Rainier

After the first Silver Skis race in 1934 and the Olympic Trials in 1935 were held at Paradise, more and more skiers went to Mt. Rainier. Newspapers had a love affair with the sport as exciting tales were written of the activities and events held on the mountain. The slopes on Mt. Rainier were second to none in the country and the new skiers were drawn to the mountain that was in their own backyard.

The Paradise complex with the Inn, lodges and cabins brought skiers together to ski, race and make life-long friends. Ski clubs, as well as individuals, could lease cabins and rooms, making it the social as well as the skiing place to be. The following memories and articles tell of the magic that was skiing during these golden years - the fun, the races, the beginning of ski instruction, the ski areas, the ski clubs -the people and the organizations who gave guidance and structure to the fledgling sport.

Paradise

(Howard Clifford)

Because of "the definite demand of the public," Mt. Rainier National Park was opened for the first winter season in December of 1923, with the road open from the Nisqually entrance to Longmire. Within a dozen years, winter visitors grew to 98,000. In 1930 the road was opened to Narada Falls, making Paradise one of the leading ski areas in the nation. Development potential seemed endless.

In 1935, the National Ski Championships and the Olympic Tryouts were held at Paradise. (The 1936 Olympics were the first to include alpine skiing.) These events attracted the largest throngs in the history of the park. The newspapers devoted pages every day following the gala events as well as the colorful antics and spectacular yodeling of Austrian member, Hannes Schroll, who won the Slalom.

The public flocked to the slopes. The Seattle Times wrote that more than 7,000 spectators made the five-mile round trip from Narada Falls to Paradise, in snow 12 to 20 feet deep. More than half hiked an additional two miles to see the National Races at Paradise over the weekend of April 13-14, 1935.

Ken Syverson became the first ski school director at Paradise in 1936. Otto Lang came in 1937. He directed schools at Paradise, Mt. Baker and Mt. Hood. Now, there was a method to learn the snow-plow and stem turn - the open sesame of controlled skiing.

Skiers started demanding some sort of ski lift and the Park Department gave permission to have one installed on Alta Vista. Jim Parker, who had installed a lift in the Northeast at Williamstown, Mass., and Chauncey Griggs put in the first rope tow at Paradise in 1937-38, followed by tows at Mt. Baker and Snoqualmie Pass. Lifts were 10¢ a ride, or \$1.00 all day. Paradise became the best developed area in the Pacific Northwest. Night skiing was even made available with Coleman lanterns hung on poles along the run.

A battle was developing between the Park Company and the Park Service. The Park Company was the developer, but the Park Service was the controlling planner and refused to approve permanent lift facilities in spite of the fact that 226,000 rides were sold on the

portable tow in 1940-41. The National Park Service was far from pleased with the circus-like staging of the Olympic tryouts. Winter use was being encouraged to the exclusion of the rest of the year. The Park Service did not want Mount Rainier Park to be developed for the exclusive use of the locals. It was a National Park and they were going to keep it that way.

In 1940, skiers found slopes to their liking at the Cayuse Pass area on the 410 Highway, skirting the Rainier National Park. It was a shorter drive from Seattle and Tacoma and the Highway Department kept the road open. 34,000 skiers visited the area in spite of no accommodations. A small Sweden Portable tow was taken up to Chinook Pass and skiers skied the east side. After the War, lifts were installed at Cayuse Pass but were not successful. Ski areas with lifts were being built on other mountains and the public moved there.

When WW II broke out, the 15th Mountain Infantry was camped at Longmire and used the Paradise facilities for training. In 1942, the 87th Mountain Infantry moved in to the facilities. From this group, the well-known 10th Mountain Division was developed. The road was finally closed and remained closed until 1946-47. Despite the skiing boom following the War, the Park Service was no longer interested in winter operations, stating it "would not spend another dollar in winter operations." With other ski areas opening, Paradise soon became a "second rate" ski area. Tows of one sort or another operated in the Park until 1974-75 before being shut down for good.

THE NEWSPAPERS

It is hard to imagine the amount of publicity given to skiing in those days, and below are some of the newspaper articles written at the time.

Ski Race Course Ready

Tacoma News Tribune, April 12, 1935, on the 2nd running of the Silver Skis race:

"Paradise Valley is in readiness today for the greatest winter sports crowd in history, and the holding of the greatest winter sports event in the annals of Northwest sports.

"The 70 entrants, here from all parts of the United States and several foreign countries, have been practicing on the course all week and today are resting while the course itself is being put in perfect shape for Saturday's opening event. With the exception of three or four injuries, all are in splendid condition and look forward to 60 mile per hour speed and better, as they rush over the snow in the Saturday and Sunday races.

"Hannes Schroll, the Austrian wild man, who has little or no regard for the dangers shunned religiously by the ordinary run of skiers, is a gambler at heart. He risks life and limb with wild bursts of speed that threaten to burn up the course. He flaunts the ability to 'run straight' over difficult courses and wants the downhill event to be strictly a test for speed, rather than a contest with control gates that demand high speed turns."

Lift Installed to Aid Skiers Winter is at Hand; Inn opening Dec. 15

Seattle Times, Nov. 17, 1937

"This year is slated to be a banner one for the realm of skidom. So many inquiries into conditions, the number of reservations being made at popular centers and the general

spirit of both newcomers and veterans of the sport, that no one can account for possibilities of the season. So the greatest winter sports season in the Pacific Northwest is about to get under way.

“The Rainier National Park Company with the cooperation of the United States Department of the Interior is prepared for the throngs which will be Paradise Valley guests during the forthcoming season. New improvements and replacements, the innovation of a ski lift, and the introduction of fresh ski trails will be noted with interest by those who will be making their initial appearance on the mountain slopes.

“The new ski tow, 1,000 feet long, starting from the Guide House and terminating on Alta Vista, is virtually completed and will be ready for usage when the ski season opens officially. The outstanding features of lifts elsewhere were incorporated into the construction of the Rainier funicular. The device is said to increase the amount of downhill skiing by at least six times.

“The road from Narada Falls to the Inn will be open, although the only transportation to Paradise will be through a shuttle bus service operated by the company.”

U.W. Carnival Plans Snow Queen Contest

The Seattle Times, November 17, 1937

“To rule over a glistening domain, a snow queen will be crowned at the second annual University of Washington Ski Carnival. The tournament for students is scheduled for Mt. Rainier as the climax of the University ski season, according to the preliminary plans for the committee.

“A gala weekend is planned with a ski dance Friday evening in Seattle and ending with the championship tournament on Sunday at Paradise.

“Each organized group on the campus will nominate its candidate for Snow Queen, who will reign over the two-day carnival. The method of choosing her has not been determined, according to Lon Robinson, Virginia Ann Bowden and Jean McLeod, heads of principal committees.

“Downhill, slalom, obstacle and masquerade races will furnish competition for teams from organized houses. 25 organizations were represented in last year’s successful first tournament. There were 76 entered in the races.”

Lang to Coach Huskies

Seattle Star, Dec. 15, 1937

“Otto ‘Bend ze knees’ Lang, United States Minister of the famous Hannes Schneider ski technique, arrives in Seattle tomorrow and probably the most enthusiastic part of his welcoming committee will be the University of Washington ski team members.

“It is expected that Lang will go straight to Paradise Valley and his high, staccato criticisms will be following the Husky skiers beginning next Saturday as they start their final drill for the Washington-Dartmouth meet Dec. 23 -Jan. 1 at Sun Valley, Idaho.

“It was decided following last week’s trials, to keep the Husky squad at 12 during the week at Paradise. Those seeking a place on the team, accompanied by Paul Duncan, team manager, are as follows: Lon Robinson, Otis Lamson, Capt. Bob Higman, Ragnar Qvale, Walt Little, Tom Hill, Harold Stack, Dick Walter, Paul Shaffrath, Bud Brady, Paul Sceva Jr., Walter Page and Harris Johnson.”

HI-YA, MAESTRO!

Ski School Boss Is Oldtimer

Many of the youngsters who today are learning sliding from the ground up in the third annual Seattle Times Free Ski School don't know the background of the man who three winters ago was selected by The Times to teach all comers from Seattle schools the A. B. C. of skiing.

Meet Ken Syverson, headmaster of the Ken Syverson All-American Ski School, which today has branches at Rainier, Mount, Deer Park, Mount Baker, Stevens Pass, American River (the Bow), in addition with the school at Government Camp, Mount Baker, and each Sunday throughout the winter has instructors in the field teaching ski groups.

Of Norwegian-German descent, and now 31 years old, Syverson began operating as a ski instructor at Paradise Valley in 1926—one season after the 1925 national tournament and winter championships and Olympic Trials on Mount Bachelor proved a giant springboard to keen ski interest in the Pacific Northwest.

In that season a German barn was expected from Germany to take over ski instruction at Paradise. He failed to appear and Syverson stepped into the breach to become the No. 1 ski master in Paradise Valley.

"That seemed to inspire the boys and they immediately took on the name 'Haven Syverson's' relation, Ken. 'Now the boys teaching for me at the Ski Bowl have used the handle 'Bare-On-Top' Syverson."

Otto Lang arrived on the scene the spring of 1937 and Syverson went to work handling the Paradise Branch of Otis's school while Hans New Kinner's Lang operated between Paradise and Mount Baker.

Then, beginning the season of 1938-39, Syverson took charge of the instruction in the first annual Times Free Ski School and has since been at the head of hundreds of high school skiers absorbed the solid fundamentals of ski technique.

"We used to visit Lang's and take practice hops on the small jumping hill there all day long. When they opened the way to Carter Bridge, and later to Cannon Hill, we'd leave the car and hike over the way to Paradise. Many weekends, as I recall, Jim Collins of Tacoma and I would be the only skiers there. Jim and I once established the record of sliding in Paradise over twenty-six consecutive descents," says Syverson.

"As soon as the cables were opened Jim, Paul Steadler, and Mark Compton photographed, and



KEN SYVERSON
The 'Haven' man is 'Bare-On-Top'.

I took claim on Cabin 308. The year of the Olympic Trials I stayed at Paradise all winter. I remember running in the first season, conducted in the Northwest, Ben Thompson, having read about skis in courses in Der Winter magazine, set up the course."

Syverson attended Lincoln High School in Tacoma.

"Skies like I have been in the business business since I could first pedal a bicycle," said The Maestro as he leaned over the counter of his shop on 15th Ave. and 44th N. E. And he "kicked" a T-horn stick as expertly as he would do snow-skiing down a hill from Rocky Point at the Ski Bowl.

"I advise all of my instructors not to look to ski instruction as a sole means of livelihood. It should be regarded as a hobby and, as such, leads to much enjoyment and a small remuneration for efforts spent. The fact that we are teaching many youngsters in ski each season and have worked skis down to a science is rewarding in itself," said Ken as three customers walked in and one "Bobby Day" walked out.

SYVERSON CREW OF INSTRUCTORS SET FOR ACTION

By KEN BINNS

That well-packed acre just abaft the new giant ski jumping hill at Snoqualmie Ski Bowl will be crammed tomorrow with a considerable assortment of sking talent.

It will be Class No. 1 of the second annual Times Free Ski School, all dressed up and ready for instruction at the hands of Ken Syverson's staff of teachers.

The students will board the Milwaukee Ski Special at 8:30 o'clock tomorrow morning (and make the round trip, incidentally, for \$1); get to the Ski Bowl at 10:30 o'clock; be on the snow by 11 o'clock; and, before the day is over, every one of them will have learned something about the great winter sport of climbing up hill so they may slide down.

Skiers leave the Bowl at 6 o'clock Saturday night, getting back to the Milwaukee Station at 8 o'clock.

Incidentally, food—from hot dogs in dinners—is available at the Ski Bowl Lodge.

Snowfall Arrives

(Because snow conditions at the Bowl were uncertain for several days this week, the Times Free Ski School will accept the entries of those high school, junior high school (ninth grade) and University of Washington students who take their registration cards to the Bowl tomorrow. Many held off, waiting for a better snowfall. It arrived yesterday.)

When the students pile off the ski train tomorrow, they will, after waxing their skis, report to the area just in front of the Lodge, and seek out the instructor of their choice.

Here are the instructors:
Charles Metzger,
Jerry Perry,
Ralph Neomaghin,
Dick Ludwig,
Bill Durant,
Jim Lucas,
Leo Spitzer,
Al Lubbart,
Don Rooks,
Ed Norkie,
Rex Clay,
Larry Linnage.

1940

Courtesy Seattle Times

Ski Teacher Tests in Northwest Reviewed

One of the most important projects undertaken by the Pacific Northwest Ski Association during the past year is the examination of ski teachers.

Recommended by the National Ski Association, the plan for certification of instructors was adopted by our association last year.

The plan, briefly, was conceived to determine whether teachers were qualified to instruct, thereby protecting the general public from persons who considered themselves "instructors," but whose knowledge of ski teaching was lacking to the point where they were doing more harm than good.

Too, the plan carried with it a certain amount of protection to the instructor. With the influx of so-called "instructors," bona-fide teachers found that it was not worth while to spend time and effort becoming proficient in small returns. With the certification plan in operation a good teacher is assured work previously taken by the "ham" instructor.

Under the plan as governed by the P.N.S.A., a maximum for the certification of instructors has been functioning during the past year. It is headed by Robert Hays of Seattle.

Included in duties of the committee are selection of qualified candidates; selection of examination sites; conducting the examination and acting upon recommendations of the examiner concerning the results of the various tests.

The examinations are extremely rigid—including tests on snow-skiing ability, skiing ability (demonstration of all types of turns, etc.) and teaching ability (actual teaching under class conditions). In addition each applicant must present a Red Cross first aid card showing that a 20-hour course has been taken.

To date in the association two examinations have been held. The first was held at Mount Rainier in April of 1939. Seventeen applicants were examined with seven passing. However, some of the candidates were only weak in one of the points of the test.

When the examination was again given this year in January at Snoqualmie Ski Bowl, several of the candidates who did not pass the first time were re-examined and qualified. This indicates that one of the main purposes of the plan has been extremely successful. It was apparent that those candidates had evaluated their specific weaknesses through practice and effort to such an extent that the examiners considered them competent to teach.

Luggi Foeger, Yosemite instructor and former No. 1 teacher of the Haines Schneider Ski School, with Arthur Schlatter of Snoqualmie, were the examiners for the first test. For the second examination, Dick Dyerason, Sun Valley's great skier, officiated.

Instructors who have successfully completed their examinations to date follow:

- Ralph Birmingham, Ken Syverson Ski School.
- Jim Parker.
- Jerry Perry.
- Arvid Edmansson.
- Ken Syverson.
- Max Saecher, Ken Syverson Ski School.
- Larry Linnage, Ken Syverson Ski School.
- Rex Clay, Ken Syverson Ski School.
- Leo Logan, Ken Syverson Ski School.
- Al Ledford, Ken Syverson Ski School.
- Charles Metzger, Ken Syverson Ski School.
- Bill Durant, Ken Syverson Ski School.
- Leo Spitzer, Ken Syverson Ski School.
- Ed Norkie, Ken Syverson Ski School.
- Don Rooks, Ken Syverson Ski School.
- Leland Osborne, Ken Syverson Ski School.

Hays reports that another examination is planned at Mount Hood for Oregon applicants this spring, the date to be announced later.

For further details on these tests, interested persons should write Robert Hays at 535 Connecticut Street, Seattle, Wash.

22 ARE CERTIFIED

Ski Instructor Tests Are Slated

Ski instruction in the Pacific Northwest has been elevated to a new high level this year under the Pacific Northwest Ski Association's instructor certification program, Bob Hayes, chairman of the examination committee, states.

"The public is safeguarded and getting excellent instruction, while the certified teachers are getting deserved recognition," says Hayes.

"We have certified twenty-two instructors since our program started in 1938 as a part of the National Ski Association's certification program, and it is significant that twenty-one of these men teaching were in service three years."

The Times Ski School, headed by Ken Syverson, the Mount Baker Ski School, the Timberline Lodge Ski School at Mount Hood and the Sun Valley Ski School all have certified instructors included on their lists.

Examinations in the past have been held at Paradise Valley, Mount Hood and Snoqualmie Ski Bowl. Chairman Hayes said others are in the process of certifying candidates.

will be given this ski season, with emphasis placed on teaching aptitude, skiing ability, snow-skiing knowledge, knowledge of P. N. S. regulations and Red Cross first aid. Present certified instructors and their locations are:

Ken Syverson, Ken Syverson, 50 North 4th St., Everett; Linnage, Lawrence S. Linnage, Deer River; Bill Durant and Rex P. Clay, with Syverson's school at Snoqualmie at other locations; Arvid Edmansson and Jerry Perry, Timberline Lodge; Tom Hill, Deer River and other locations; Monte Hays, Government Camp; Max Saecher, Mount Baker Ski School, affiliated with Ken Syverson; M. J. Lucas, Deer Park; Ralph Saecher, Snoqualmie at Mount Hood; Leland Osborne at Deer Mountain near Walla Walla; and Robert H. Ludwig, in the Army Air Corps.

JUST CALL HER TEACHER

SKIERS EYEING CERTIFICATION EXAMS TONIGHT

Pacific Northwest skiers may hear the familiar "Bend Ze Knees" admonition in feminine voice next season.

Elizabeth Gullion of Eugene, Or., and Mrs. Joy Lucas of Deer Park, Wash., both looking upon careers as ski instructors, and will join eleven men in taking examinations in Seattle tonight and at Mt. Rainier tomorrow for certification by the Pacific Northwest Ski Association.

Certification Chairman Bob Hayes said skiers facing the check-up on skiing ability, teaching aptitude, knowledge of mountaineering skiing, knowledge of F. I. S. rules and Red Cross first aid, will be Ted Watson, Timberline Lodge, Or.; Bob Sage, Portland; Tom Stewart, Juneau, Alaska; Jim Gillespie, Merritt Cokingham and Max Gervich of Paradise Inn, Mount Rainier, and Jack Nelson, Dave Noeris, Scott Johnson, Roland Sherman and Irv Frost, all of Seattle.

Examiners will be Max Sarchett of the Ken Syverson Ski School and Jerry Clarke of the Timberline Lodge School, who will give the skiing phase of the tests. Oral and written examinations will be given by Chairman Hayes and Trader Horne.

Lieutenant John Woodward and Earl Hildebrand of the 4th Division Ski Patrol, U. S. Army, will take the tests next week-end.



Mrs. Joy Lucas, 718 10th Ave. N., isn't going to let Hubby Jimmy have all the pleasure of teaching Seattle high school students the ABC's of skiing in Times Free Ski School this year. When the fourth annual Ski School opens at Snoqualmie Ski Bowl January 17 she will be right on top as a member of Ken Syverson's instruction staff.

Joy is the only woman in the Northwest who has earned Pacific Northwestern Ski Association certification as a ski instructor. Last year both she and Jimmy taught Deer Park skiers sound fundamentals—the snowplow, stem turn and stem christie, which, after all, are the "Open Sesame" to real skiing enjoyment.

JOY LUCAS WINS SKI CERTIFICATE

Joy Lucas of Deer Park Lodge who is the Pacific Northwest's first fully accredited woman ski instructor. She matched christie for christie with eight men who passed the examination and became certified Pacific Northwest Ski Association instructors last week-end at Paradise Inn. Test Chairman Bob Hayes announced today.

There were a couple of other firsts in the latest class of certified instructors. Tom Stewart of Juneau was the first Alaska resident to receive certification, and Bill Graham was first from Yakima.

Others who successfully demonstrated skiing ability, teaching aptitude, knowledge of F. I. S. rules, knowledge of mountaineering, skiing and Red Cross first aid were Dave Nourse and Scott Osborne of the Ken Syverson Ski School; Ted Watson of Timberline Lodge, Or.; Roland Sherman and Jud Nelson of the Seattle Mountaineers, and Max Gervich of Paradise Inn, Mount Rainier.

Hayes said thirty instructors now hold P. N. S. A. certification under the program started two years ago, and that the standard of ski instruction has been elevated greatly under the program.

Girl O.K'd As Teacher

Ski instruction in the Pacific Northwest will go coeducational from a faculty as well as from a student standpoint next season.

For Joy Lucas of Deer Park Lodge has become the first woman to receive certification as an instructor by the Pacific Northwest Ski Association.

Her snowplows, stems, christies and her teaching aptitude were sharp and bright as any of the eight men who passed the examination last week-end at Paradise Inn. Test Chairman Bob Hayes announced yesterday.

Others who received certification were Tom Stewart of Juneau, Alaska; Bill Graham of Yakima, Wash.; Ted Watson of Timberline Lodge, Ore.; Dave Nourse and Scott Osborne of the Ken Syverson Ski School; Roland Sherman and Jud Nelson of the Seattle Mountaineers and Max Gervich of Paradise Inn, Mount Rainier.

1941
Courtesy Seattle Times, Seattle Star and Seattle Post-Intelligencer

Portable Lifts May Plague U.S. Park Service

From the Seattle Times - Nov. 1938

“For years, skiers clambered for ski lifts...and finally got them. Now, they are constituting a problem - at least for one institution - the National Park Service. Jim Parker and Chauncey Griggs brought the first lifts to Seattle area - installing pay lifts at Mt. Rainier, Mt. Baker and on the Seattle Park Board area at Snoqualmie Pass. Now, racers of the Washington Ski Club were bringing their own lifts into the area and the Park Service didn't want that to happen.

“‘The average racer,’ said Hans Grage, Washington Ski Club stalwart, ‘uses up a book of tickets in about an hour on the pay hill, provided he can get back to the start without waiting too long. That costs more than we can afford, and we'll never develop racers of international caliber unless we can get them 25,000 to 40,000 downhill feet a day. That's why we built our own lift, for our own use. We don't intend to let other skiers use it. Just racers.’”

THE SILVER SKIS RACES

The races ran at Mt. Rainier from 1934 until 1942, when World War II began, and again from 1946 to 1949. Later they were held at Crystal Mountain.

The Seattle Post-Intelligencer and Washington Ski Club sponsored the first Silver Skis race in 1934. The climb from Paradise to Camp Muir took 3 hours. “It was a ski racing spectacle never seen before or since. Sixty contestants starting together at the sound of a shotgun, plunging, poling, falling, and flying from Camp Muir at Rainier's 10,000-foot level to Paradise Lodge, more than 4,500 feet and four miles below.” So wrote the late P-I Sports Editor, Royal Brougham.

Origin of the Silver Skis Race

By Hans-Otto Giese of the Seattle Ski Council

In the early 1930s, the sport of skiing started to become popular. The Seattle Mountaineers, the Seattle Ski Club and the Paradise Ski Club promoted it. The Seattle Times founded a weekly program of ski instruction at Snoqualmie Pass, and the Seattle Post-Intelligencer was anxious to do something spectacular on the order of the Race Around Lake Washington, which had been an annual event prompted by the then-existing Seattle Star.

Royal Brougham of the P-I called a meeting of prominent skiers at an upstairs room of the Washington Athletic Club, where various suggestions were discussed. Having made first ski ascents to the top of Mt. Rainier in 1928 and of Mt. Baker, Mt Adams and Mt. St. Helens by the Mountaineers, and having skied with Don Fraser and others, Giese suggested a race from Camp Muir down to Paradise Valley as unequalled in the United States, and the P-I agreed to promote it in grand style, for the first time in 1934.

The existing ski clubs furnished the officiating and scheduled a joint start for what was estimated to be maybe 20 or 25 competitors. However, 55 entered and created a memorable spectacle. He, who had the top of Mt. Rainier on his right, or starboard side, had the right of way. Nobody did because they all had the top of the mountain straight astern as they all went straight downhill. There were many collisions and the scene looked like a battlefield. There were two schools of preparing skis for this downhill race, the shellackers from Tacoma, and the cross-country ski waxers from Seattle. The Norwegians used long, heavy jumping skis. The waxers shellacked the shellackers. Don Fraser won the race. Don, Alf Moystad (3rd) and Hans-Otto Giese (5th), as the Seattle Ski Club cross-country team, won the team race. Carleton Weigel (2nd) and Tom Heard (4th) used shellac for the last time. All good, clean fun!

The Ski Race of All Time

By Don Fraser, winner of the first Silver Skis

Race day arrived and it was absolutely beautiful. A perfectly clear day with no wind, which is rare for 5,000 feet on Mt. Rainier. We left Paradise shortly before daylight for the 3 hour trek to Camp Muir. Some wore seal skins, some were in canvas socks, some of us on wax (Klister). We went around Alta Vista, up Panorama, past McClure Rock, Little Africa and Anvil Rock, across the Muir Glacier to Camp Muir. Camp Muir was a small, one-room rock hut at the base of Gibraltar Rock. One could see all of the Tatoosh Range, including Mt. St. Helens, Mt. Adams and Mt. Hood.

We lined up, spread across the Muir Glacier, possibly ten to twenty feet apart, in all different kinds of what we called "ski gear." From riding breeches and corduroy pants to gabardine knickers and jumping suits. Skis were a motley variety, too, both with and without metal edges, but with lead slabs nailed on top for additional weight. Originally, I had intended to use metal handles mounted on the front of the skis, but found that at high speed, control was a real problem. I used Bildstein heel springs and Amstutz springs from the ankle to the ski. Boots, also, were whatever. There were few ski boots, as such, on the market. I used a Wisco hiking boot shaped somewhat like a squared-off ski boot. I think they cost new about \$8.00 or \$9.00.

Hans-Otto Giese, Hans Grage, Alf Moystad and I climbed together. We had debated about climbing up the day before and spending the night at Camp Muir, but that meant taking food and sleeping bags and also carrying our duffle bag down the day of the race.

Otto Sanford fired his starting pistol and approximately 54 of us started off simultaneously down Muir Glacier. Some of us started straight down the fall line toward Paradise, four and a half miles and five thousand vertical feet below, others choosing to zig zag their way down. The snow was hard and the surface mostly ice on the upper part of the course, with large sun cups (dips from previous melting) most of the way down. About half the time, one was air-borne due to the depressions and ridges and my heavy, stiff jumping skis with the added lead weights were not the best choice. Fortunately, I was soon out in front of the mob headed for Little Africa, so I didn't witness the many terrible collisions that took place just behind me. One, in particular, was between Ben Thompson, a Mt. Rainier summit guide and partner in Anderson and Thompson skis, and Stan Borgersen, which resulted in a badly broken jaw for Ben and dislocated shoulder for Stan. There were many such collisions and some serious injuries. Hans-Otto Giese had a smashing collision with another racer and each berated each other, claiming right-of-way, while precious seconds went by. Near McClure Rock and above Panorama, there were large mounds (like small jumping hills) and one was airborne one hundred feet or more on each one. The speed at this point was far more than any of us had ever gone before - even on a jumping hill. Tired legs took their toll. Many skis and poles were broken and some God-awful falls took place. I had my one and only fall at this point and minutes went by trying to unravel. It was then that Carleton Wiegel caught up with me.

From there on down Panorama, across the left side of Alta Vista, through snow that was by now mostly mush, we skied side by side and it was only when we approached the finish line at Paradise that my cross-country training made the difference and I was able to finish a few feet ahead of Carlton.

What a race! From ten thousand feet at Camp Muir to less than five thousand feet at Paradise with the winning time over nine minutes. Fifty-four competitors with a simultaneous start. From ice to slush at the bottom.

The Junior Silver Skis

By Kjell Qvale, one of the Junior participants

The story of the first Silver Skis has always been fascinating. It is probably the only race ever run where everyone started at once. There were 52 runners in the Senior race and 18 in the Junior race. I was one of the entrants. The Senior race started at Camp Muir, at the 10,000-foot level.

The Junior race started below at McClure Rock. So we had a perfect seat to watch the start of the main race. 52 runners lined up and started at once. Only three let it go straight, the rest of them were trying to cut back and forth, which of course is very difficult on a wind-swept glacier.

I remember that Thompson, of Anderson and Thompson, ended up with a broken jaw after a collision with a skier whizzing by him out of control. After a while, the contestants started to "straggle" by, no one looking too ambitious! Some had lost their poles, a few of them had tried to negotiate the glacier with jumping skis, which probably was nearly impossible. It was practically a dead heat between Carleton Weigel and Don Fraser, with Don getting the win that memorable day.

When the Junior race started. I made a couple of turns and then let go. I never saw another racer the rest of the way. Paul Sceva won the race and I ended up second. It more than upset me when I read in the paper the next morning that "little" Kjell Qvale finished second. It really annoyed me. I was 15 years old and weighed at least 100 lbs! Fortunately, I grew pretty quickly after that!

All in all, it was an amazing event. I will never forget sitting on McClure Rock and seeing 52 runners lined up across the glacier at Camp Muir. Nothing like it will ever happen again. That, I am sure.

Sig Hall & Others

Sig Hall came to the Northwest from Norway in 1929. He was the first man to climb Mt. Rainier the entire distance on skis. Sig was a 4-Way man, competing in cross-country, slalom, downhill and jumping. He was consistently one of the top finishers in competitions for all disciplines during those years. In 1940, he was 3rd in the Combined at the U.S. National 4-Way event behind Alf and Sverre Engen.

Sadly, he is remembered as being the first skier to lose his life in a major ski racing competition in the U.S. He was racing in the 1940 Silver Skis on Mt. Rainier and crashed into the rocks at Little Africa in a dense fog. His death rocked the skiing community. Sig was a quiet, caring young athlete who became a hero to those who knew him.

Wendy Trosper: One of my memories that stands out over the years was the aftermath of the first Silver Skis race. As you may recall, it was a line start at Camp Muir. About 10 of us reached McClure Rock in a close pack and actually stopped to watch the mayhem going on up towards Muir. There were explosions of bodies in every direction in the soft snow. You may recall there were several collisions and injuries, with some contestants walking down with broken equipment. We picked up things all summer on Muir Glacier: knives, a few coins, bits of cloth, straps, parts of bindings and ski wood (in splinters), and parts of metal edges. I imagine there is still a certain amount of debris that is still there.

Ome Daiber: I won't forget the Silver Skis time when four of us were stationed at different places to render first-aid if necessary, I was helping Vince Broze with a sprained ankle when Sig Hall flew by like a cannon ball. We learned later that he had died when he crashed into Sugar Loaf. This was before the National Ski Patrol. We rendered first aid to many an injured skier.

Winners of the Silver Skis Men's Races Through the Years at Mt. Rainier

1934 Don Fraser	1947 Bill South
1935 Hannes Schroll	1948 Paul Gilbreath
1936 Hjalmar Hvam	<i>Moved to Crystal Mountain</i>
1937 Cancelled	1964 Joe Jay Jalbert
1938 Don Fraser	1965 Leo Lacroix
1939 Peter Radacher	1966 Joe Jay Jalbert
1940 Paul Gilbreath	1967 Cancelled
1941 Bill Taylor	1968 Scott Henderson
1942 Matt Broze	



Left:
Hans-Otto Giese, Don Fraser and Alf Moystad

Right:
Silver Skis finish line at
Edith Creek Basin



Mt. Rainier Memories

In the mid '30s, Mt. Rainier skiers parked at Narada Falls, two miles below Paradise, and hiked 2 miles up to ski on Alta Vista, which had the one and only rope tow. The trip back down was considerably more exciting as they skied back to their cars by way of "Devil's Dip" - a mess of holes and bumps in the trail caused by skiers who did not know how to ski - and fell - and fell - creating hundreds of "bathtubs." No one knew to fill in the holes.

There is an old 8mm movie taken during this time, showing the skiers making literally hundreds of falls, piling one on top of another, some even hanging upside down from the tree branches. No, it was not staged. It was just the way it was!

Several ski clubs leased rooms and cabins at Paradise Inn, Guidehouse and Tatoosh Lodge. Lodging at the Inn ran 75¢ a night - bring your own sleeping bag. A room cost \$16 a season and one came and went by way of the third floor windows, there was so much snow. Occupants filled the rooms each weekend, having 4 or 5 people sleeping sideways in the bed and others sleeping on the floor in their sleeping bags.

Cabins leased for \$15 for the season. Each weekend they hiked in and tried to find their cabin - first they located the bamboo pole left in the snow the previous week, then dug down to the trap door and then climbed down into the cabin - sometimes as deep as 10 - 15 feet. Oh, the tales of living in the cabins! Canned food was brought up in the fall, when they could drive up to the cabins, and stored for the winter. By the time winter came, 4-footed marauders had torn the labels off the cans and it was anyone's guess what you ate for dinner! Not only mice but prowling bears were scary problems.

Tatoosh Lodge leased rooms but allowed no cooking - but one could have a coffee pot. Ah, the many fragrances of coffee that came from those coffeepots! Sauerkraut and weenies, stew, soup or other pungent odors - all cooked in the coffee pot! The understanding Park Ranger, Bill Butler, turned his head.

"Papa John" Papajani was the Head Chef and Emperor of Paradise Inn for many years - both summer and winter. Many young folks worked under his watchful eye and many the tales of working under him. He was a character never to be forgotten.

Spring Carnivals sponsored by the Junior Chamber of Commerce of Tacoma and ski clubs were a way of life in the '30s and offered some of the most exciting and colorful ski performances anywhere, with snow queens, costume parades, obstacle courses and races. All these continued until World War II interrupted such festivities and they never occurred again.

One year, the winner of the Paradise Costume Race was an outhouse, with the door open, showing the skier sitting on "the pot" as he skied down the course. Each club held its own fun races at the end of the ski season. Another time, Bob St. Louis, later Ancient Skier president, won with a gorilla costume.

Bob and Bobby Coe: Bob Coe remembers parking the car at Narada; digging out the cabin; the slide down to a door; a whole winter's supply of wood on the porch; 15 cent butterhorns for breakfast; living in the Annex with a trench full of canned goods; hot plates and pennies to short out blown fuses; warming chili in the sink with hot water running over it while you skied all morning. The ski down Devil's Dip to the cars and finding Bill Butler had put all the car chains in a pile. Bobby remembers skiing at Snoqualmie with the Bulldog Ski Club, then at Baker with the Washington Ski Club and the Huntoon Cabin, Shuksan Arm and all that beauty.

Bill and Honey Drake: In the spring of 1938, we had a cabin at Paradise. One weekend at about 11 p.m., Friday night, we dug into the entrance. There had been a visitor. There was flour all over the floor, all the canned food was knocked down, the radio lay on the floor. A black bear had broken in through the door that pushed in but did not push out. Eventually, the bear escaped through the little window and climbed out through the open area in the snow created by the heat from the cabin. What a mess.

Larry Linnane and Glen Jones: No one will forget watching Scott Osborn descend down the stairway on skis from the 2nd floor into the lobby of the old Paradise Lodge and right into the glass showcase used for souvenirs. Luckily he was so loose, he was not hurt. Kenny Burke was not amused but he forgot to charge him for the damages.

Grace Carter Lindley: Schussing down those long slopes on Mt. Rainier...sailing with Bob Lamson...three weeks stay in the cold guide house one winter...long climbs up glaciers to Camp Muir (in our bras)...Don Fraser, Darroch Crooks and others renting a cabin for \$30.00 for the season, but an even dozen used it as headquarters and tunneled to an unoccupied one to find a bunk to sleep in at night...bears busting into our cabin by sliding down our chute to the front door and eating everything not in cans.

Jane Stoddard Mayer: The Saturday night treks up the trail following whoever wore the headlight - If lucky, you could make the last dance in the lodge - The search for your cabin when that field was solid white, almost. And when found, the tunnel dug, you would tap forever on the stovepipe while your pals pressed their ears to the snow some place above you until the stovepipe was found, dug out, and you could build a fire - The Sceva traps that were built in tunnels to warn illegal overnights should the Park Management come to check you out. A spy wouldn't be hurt, but be scared to death by the pots and pans. The marvelous cooking arrangements possible with one old electric heater and the horrible condition of the bathtub in the annex - after all the dishes and cooking utensils had been cleaned there over the weekend. - Never knew anyone who bathed there. - The coils of rope inside the windows to be used for fire escapes - when there was only darkness and an air space as the snow went all the way up to the roof. Back when black bears were chased on skis - And those wonderful parties on cabin clearing day when there were enough ice cream freezers at work to feed everybody.

You Are an Ancient Skier. .If. . .

- . .You ever stole a pie from Poppa John while it was cooling on the outdoor windowsill of the lodge.*
- . .You remember the smell of soup in Tatoosh Lodge at Paradise on a Saturday night.*
- . .You know how to cook a wiener with just an electrical cord.*
- ..You watched Bill Butler bring an injured skier down from Panorama or Edith Creek.*



1937

Top: right: Narada Falls
Upper left: Skiing down Alta Vista
Middle: Devil's Dip
Bottom: Digging out the 3rd floor
windows on Paradise Inn



1937

Upper right: Skiing off the roof at Paradise Inn
Upper left: Paradise Inn showing the 3rd floor
Middle: Tow line for Alta Vista rope tow
Bottom: Riding the Alta Vista rope



1939 Mt. Rainier

Ski School Director Otto Lang
from the Hannes Schneider Ski School,
St. Anton, Austria, and
instructors Ken Syverson and
Ariel Edmiston on Mt. Rainier



Skiing off the Paradise Inn
roof in 1936



Spring skiing

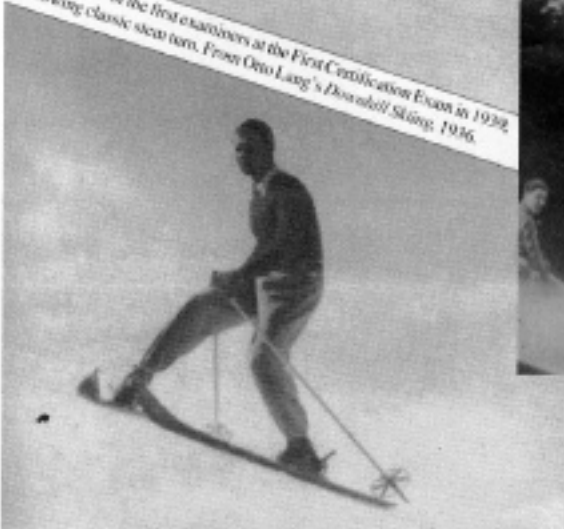
The early Ski Masters -
Top: Otto Lang and the stem turn - 1937.

Olav Ulland in 1932 - record jump
in Germany of 300 feet.

Bottom: Ken Syverson and Max Sarchett in 1940.



*Otto Lang, one of the first skiers at the First Certification Exam in 1939, showing classic stem turn. From Otto Lang's *Downhill Skiing*, 1936.*



Sun Valley

In 1935, Averill Harriman, then Chairman of the Board for Union Pacific Railroad and a long-time skier, dreamed of a way to attract passenger traffic to the West. He struck upon the idea of developing a destination ski resort. To that end, he directed Count Felix Schaffgotsch to seek out the ideal site for such a resort.

Schaffgotsch's odyssey, much of it by sleigh, took him to Mt. Hood, the San Bernardino Mountains, Yosemite, Lake Tahoe and many other mountainous regions, which were all rejected - too high, too windy, too near a city, too remote from the railroad - beautiful but not perfect. About to return to the east with no skier's Mecca, Schaffgotsch happened upon Ketchum, a mining town founded by the Bannock Wars. Ketchum's mainstay at the time was sheep herding, perfected by the Basques.

Guided about the area by a local boy on barrel slat skis, Count Schaffgotsch was enchanted with the Idaho Rockies. To Harriman, he wrote, "It contains more delightful features for a winter sports center than any other place I have seen in the United States, Switzerland or Austria. I have found the consummate ski destination where powder is dry, the sun always shines and the harsh winter winds never penetrate."

Within days, the exhilarated Harriman purchased the 4,300-acre Brass Ranch and set the wheels of development in motion. Steve Hannagan, the genius who transformed a sand dune into Miami Beach, was immediately enlisted to publicize the area. His initial doubts about the "God-forsaken field of snow" were instantly dispelled when the sun broke through to dazzle the mountain peaks. The brilliant sunshine spawned the name for the marvel that was to become the nation's first destination ski area - Sun Valley.

Union Pacific's quest for excellence did not end with luxurious accommodations, sumptuous dining and superb entertainment. The engineering genius of Union Pacific was called upon to build the world's first chairlift. The finest architects were recruited to build the lavish resort complex. And to crown it all, three-time Austrian champion, Hans Hauser, headed Sun Valley's first ski school. The resort opened for the 1936-37 season.

In 1937, Sun Valley's tryst with Hollywood began with the filming of Claudette Colbert's *Met Him in Paris*, and continued with such productions as *Sun Valley Serenade*, *Bus Stop*, *Breakheart Pass* and many other movie and television productions.

The first Harriman Cup race was held in 1937. By 1940, the United States Olympic Ski Team was making visits to Sun Valley. Races of all calibers and types have been hosted by Sun Valley throughout the years.

Sun Valley Memories

The first chairlifts were single chairs on Proctor and Dollar Mountains, followed by a J-bar and then a chairlift on Ruud Mountain, and then three chairs to the top of Mt. Baldy on the River Run side of the mountain. Riders were kept warm with heavy canvas and flannel robes to ward off the cold and wind. Ski lifts were \$15.00 a week including free bus rides back to the Valley complex. Ski lessons were \$3.50 for half day and \$5.00 all day.

In 1948-49, lodging at Challenger Inn cost \$6.00 for a room without bath, to \$8.00 with bath. Chalet cabins were \$2.50 per bed - per person - with running water. The Lodge ran from \$8.00 per day, single, and \$12.00, double, to \$32.00 for premier 2-room suites.

Ketchum was a small western town and the Alpine Cafe was the prime place to eat, with T-bone steaks for \$1.25 and breakfasts for 50¢ with ham and eggs, potatoes, pancakes, coffee and toast.

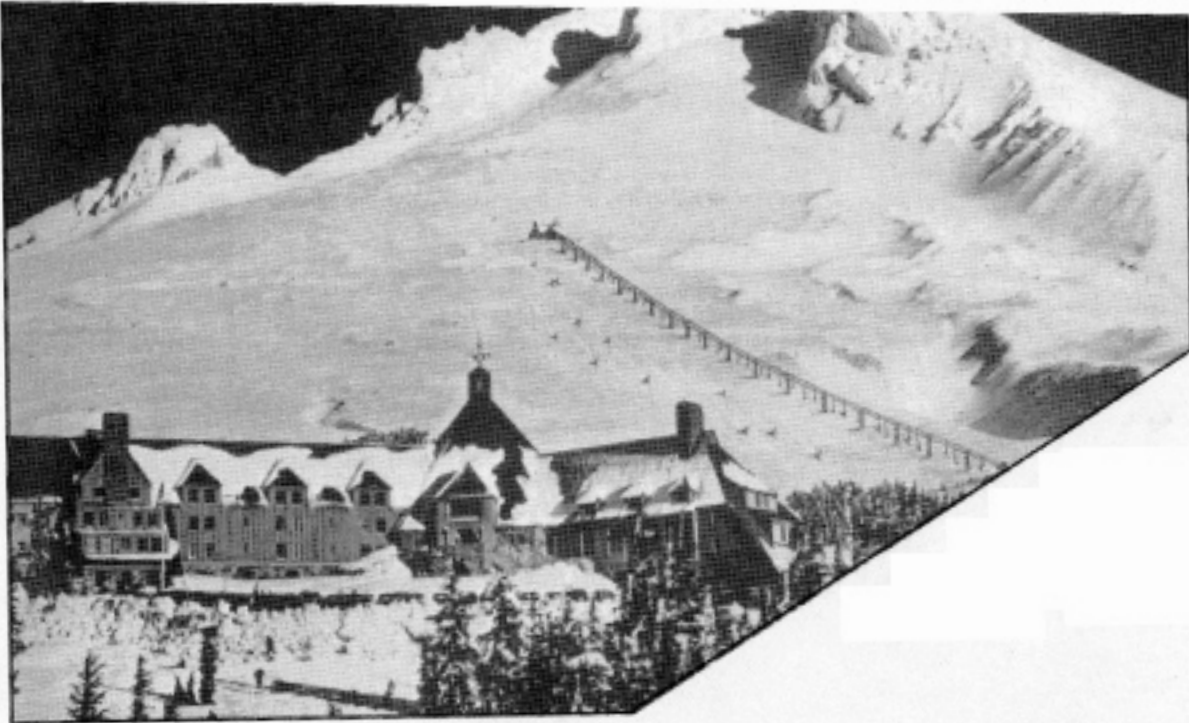


Left: The Roundhouse
at Sun Valley - 1940s

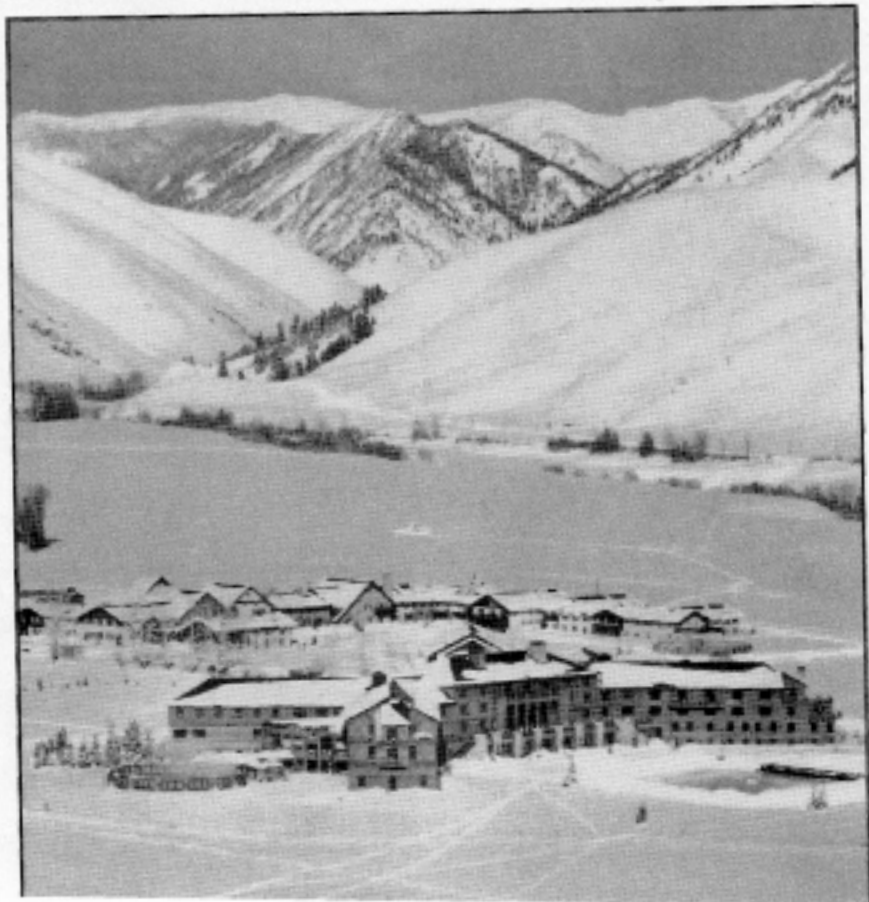
Bottom: An early chairlift
at Sun Valley.



Timberline Lodge, Mt. Hood, Oregon.
Courtesy Union Pacific Railroad's Snow Sports, 1940.



Sun Valley, 1940.
*Courtesy Union Pacific
Railroad's Snow Sports, 1940*



Mt. Baker

Mt. Baker Lodge opened in 1927 only as a summer resort, but a few hardy skiers did hike from Glacier. In the winter of 1935 and 1936, the movie, *The Barrier*, was filmed in Heather Meadows and the Highway Department kept the highway open through the winter. This attracted skiers from Seattle to Vancouver, B.C.

The first ski lift in the Northwest was built at Austin Pass in 1935. It was a sled type of lift and only operated about a month when a man died in an avalanche there, ending the operation. In 1937, Ski Lifts Inc., with Chauncey Griggs and Jim Parker, put in a rope tow. David Hellyer, Tacoma physician and owner of Northwest Trek, helped work on the tow. He tells in his book, *At the Forests Edge*, that putting in the tow at Baker was a challenging project. The most popular slope accessible to the Lodge ran out into Heather Lake, making it necessary to place the engine house at the top instead of at the bottom of the hill as other lifts were. They finally solved it by mounting the end pole on a raft in the middle of the lake and waiting for it to freeze solidly before installing the rope and pulleys, and it worked fine.

This same winter, in 1937, Otto Lang opened a ski school with Jim Parker, Millet O'Connell and Gerry Perry. In 1940, Hank Reasoner managed the ski tows and Ken Syverson had the ski school with Max Sarchett as manager. The Washington Ski Club and the Mountaineers each leased cabins for their members to provide lodging for their members who would drive at least four hours to the mountain each weekend. The Mountaineers later built their own large hut.

Probably the best known events to be held at Mt. Baker were the Annual 4th of July Heather Cup GS and the Thundermug Jumping contest, along with the Slush Cup that ended with an attempt to ski across the pond at the bottom of the Austin Pass rope tow hill without sinking. The Forest Service finally stopped the Slush Cup because it was feared the frivolity would injure or drown someone.

In later years, Franz Gabl, former Olympic medal winner for Austria, became Ski School Director and opened a summer race camp at Baker. He also started the Ski to Sea Program of skiing, canoeing and bicycling from Mt. Baker to the Sound. It has grown to become a major event with hundreds of participants.

Mt. Baker Memories

With the bombing of Pearl Harbor, the Highway Department closed the road. Max Sarchett and his wife, Eileen, lived in the Forest Service guard station at Austin Pass during the War as airplane spotters. They skied down to the little town of Glacier for their provisions and then climbed back up the 9 miles to get home.

Peter Birkeland: There were a fair number of Catholics in the ski crowd. Father Sneeringer was a Jesuit priest and coach of the Seattle Prep Ski Team. He loved to ski and would put on an outdoor mass at a convenient time for everyone, He would also go to Sun Valley to say mass as a substitute for the priest there. And he could ski.

Hugh Bauer, Manager of Mt. Baker - winter of 1944-45, snow depth & drifts up to 350 inches. One of the permanent renters wanted Paul Gilbreath and me to help dig a tunnel to his front door (about 20 feet long and 3 feet wide). As we got closer and closer to the door we kept hearing more and more strange clattering noises, like someone throwing dishes and chairs around. We finally got to the door, unlatched it and turned on our flashlight. At that moment, the door opened outward with a bang, and a bear pressed me into the snow drift as it charged to get out of there. The inside of the cabin, was a mess, but nothing major was broken - it looked more like a picture show robbery where everything was on the floor.

John Hansen: In the spring of 1945 I was involved in a most embarrassing situation caused by rope twist. On this warm day, shorts, light shirts or halter-tops were the dress. The Austin Pass rope tow was difficult to ride - fast, steep at the top, - and crossed that snow-covered road to Table Mt. where the rope cut into the snow. A good grip was needed to ride it. A girl my age was ahead of me gripping the rope with her hands and squeezing the rope between her arm and her body. Unbeknownst to her, the rope was twisting into her halter, so when she reached the top and let go, the halter stripped from her, traveled up the rope, through the top sheave and headed back down to the bottom of the hill. This was very embarrassing to both of us so I gave her my shirt. Forty plus years later, I was telling the story to Jannette Burr and she exclaimed it was her! We had skied together in '46 and '47 at the Mountaineers Meany Lodge but I didn't recognize her. I don't understand it, but during that episode, I guess I wasn't concentrating on her face!

Slush Cup memories by John Hansen: My wife, Helen, and I were camping by the lake between Heather Inn and Mt. Baker Lodge with Bob and Martha Cram and Bill and Mary Jane Brockman. In the middle of the night, a big explosion occurred. When we got out of our tents in the morning, we found mud splattered all over the cars parked around the little lake. Apparently, a logger had come up from the valley with a stick of stumping powder and tossed it into the lake, which blew the lake bottom mud onto the cars. This was probably one of the reasons the 4th of July Celebration became history.

As the Slush Cup progressed, the weather was usually very warm so skiers were lightly dressed. It was a tempting challenge to pick up speed skiing down the Austin Pass slope trying to ski across the pond at the bottom. When skiers started skiing across without spilling in the middle of the water, a jump was shoveled at the entry shore, which usually resulted in spectacular spills and soaking. Once a shapely miss wearing a white broadcloth shirt fell, soaking the shirt which she initially didn't realize, but with the admiration of the audience, that the shirt had become transparent. She may have started the wet T-shirt contests of following years.

The jumpers in those days were a ribald bunch. After the Thundermug jumping contest, they would gather in the Heather Inn and pass around a red, old-fashioned thunder mug filled with beer, with cake doughnuts broken in half, floating on top. One could drink as much as one could stomach the sight.

Stan and Shirley Young: Started skiing in 1937-38, but my ski trips were limited to whenever I could find a ride or get my folks to spring for the train fare up to Hyak. During winter of 1941-42, shared a cabin at Mt. Baker with friends. Went to Sun Valley that year and had my first introduction to the wild and woolly Penguins. Got rides up to Stevens Pass in Bud Magee's van during the War. Picked up a fellow at the Top of the Mark in San Francisco in the fall of 1945 and, when he stopped in Seattle a few months later, we got married. During the 1949-50 period, we owned a portion of the Mt. Baker Lodge with Don Adams and Sig McGuire and lived up there that season.

Timberline

(Richard Kohnstamm)

Timberline was an artisan's museum. It was built during the Great Depression in 1936 by the Federal Work Progress Administration (WPA) to provide work for the artisans of the Northwest. Stonemasons did the stonework and built the massive six-sided fireplace. Metal workers designed and forged all the iron fittings that hold many of the beams in place and the hardware for the furniture as well as the decorative door latches, hinges, etc.

Woodworkers carved the interesting newel posts topped with animals, all of which were native to the State of Oregon. They also adzed the gigantic timbers that form the support for the head house in the center of the Lodge. The trees used for this purpose are six feet in diameter and stand in the lobby extending three stories upward. All the tables and chairs at the Lodge, and all the guest room furniture, were likewise made by hand by the woodworkers.

Female artisans in the work force made all of the textile furnishings, including appliqued drapes and bedspreads, hand-woven woolen drapes and hand-hooked rugs. At the same time, in the Roosevelt years, there was a Federal Art Project, (FAP) which resulted in over 150 watercolor and oil paintings being given to the Lodge for wall decoration. President Roosevelt, himself, came to the dedication in 1937. His room is still called the "Roosevelt Room" and is the premier suite.

The first metal-towered chairlift was built at Timberline at this time. As quoted in the Union Pacific booklet, "The automatic ski lift with suspended chairs begins about 600 feet from the Lodge and runs to a point a mile higher on the mountain. The cable has a speed of 450 feet a minute and a carrying capacity of 255 persons per hour."

Otto Lang was the head of the first ski school there, in addition to heading the ski school at Mt. Rainier. He was followed by Swiss instructor Hans Sarbach. Willy Helming, Olaf Rodegard, Pepi Gabl and Eric Sailer were a few of the early directors at the famous resort.

As the years passed, the beautiful Lodge became horribly run-down and was finally closed. It was taken over by Richard Kohnstamm and revitalized with the help of the Friends of Timberline, who meticulously restored the furniture, drapes, bedspreads, etc. to their initial specifications, returning things to their original grandeur. When it was first completed, Timberline was a museum, and now, thanks to Friends of Timberline, it is a museum once again.

One of the tales Dick Kohnstamm liked to tell was of the days when they struggled to rebuild the Lodge and had so many problems. One year, precisely on Christmas Eve, the water from the upper reaches of the mountain froze and water pumped from two miles below the Lodge had to be relied upon. A neighboring ski lodge situated below Timberline had tapped in to the emergency pumping system and did so improperly. The tap broke under many feet of snow, and all the water for the Lodge drained from its reservoir and ran down the hill under the snow.

Each guest was given one glass of water a day, and Lodge management saw to it that the toilets were flushed. Needless to say, most guests checked out, but since it was Christmas, new guests checked back in, not realizing how severe the plumbing problems were. With the help of the Water Department of the City of Portland, Timberline's water system was restored by about January 3rd. Eventually, a whole new water system was installed, and Dick was glad to report that this kind of problem never happened again.

Milwaukee Ski Bowl

The Northeast had ski trains to carry skiers to the mountains, so why couldn't the West have the same comfort and freedom from winter driving? There was suitable terrain at the east portal of the Milwaukee Railroad tunnel on Snoqualmie Pass, so, the Seattle PTA, business college operator Sam Racine, and sports writer Ken Binns, proposed to the railroad officials that they open a ski area which would be accessible only by train. Executives of Milwaukee Railroad were convinced of the idea and in 1937 built the Ski Bowl at Hyak.

By 1938, the lodge was doubled in size, able to handle hundreds of skiers. It was a big "V", with a balcony and windows all across the front, facing the largest ski jump in North America. One end of the top floor had a big cafeteria, run by the Ben Paris Restaurant in Seattle, with



Opening Day of the first Seattle Times Free Ski School at Milwaukee Ski Bowl
Courtesy, Seattle Times



Ken Syverson (left) head of the Ken Syverson All-American Ski School, called his instructors together yesterday for final instructions on their first big assignment of 1940 —teaching students in The Times Free Ski School, which starts tomorrow at Snoqualmie

Ski Bowl. The instructors (rear row, from left) Charles Metzger, Jerry Perez, Rolo Bessingha, Erik Ludwig, Bill Durant, Jim Lucas, Leo Spitzer, Max Sarchell, director
 Front row, from left—Al Lubhart, Don Becks, Ed Notko, Rex Clay and Larry Lyman

1940

tables alongside the windows to view the skiers. The other end was a large lobby with a jukebox for dancing. Music constantly blared out over the speaker system to the skiers.

The only entry to the Bowl was by train, so when the train came in, mobs rushed to rent their equipment and try out the new sport - then returned all the equipment at the same time before loading the train. What pandemonium!

Ski trains ran on the weekends from Seattle and Tacoma. Thousands of skiers rode the train for day and night skiing. Skiers loaded the train at 8:30 A.M., arriving at 10:30 A.M. and returned at 6 p.m. The train had a baggage car with a food bar for hot dogs and pop as well as a jukebox where skiers danced the ride away. Private groups could also charter the train for night parties.

The Ski Bowl had two electric lifts, one, a platter pull, was 1,400 feet long with a 400-foot rise. Round wooden "platters" were fastened to ropes and pulled the skiers up the hill like a Poma lift. The other lift was 700 feet long with a 300-foot rise for experts. The cost was 50¢ for the day. After the War, a Skiboggan was installed that carried 32 riders up 1,800 feet for a 725-foot rise for more expert terrain. There were two Skiboggan sleds and they worked as a counter-balance to each other.

In 1938-39, the PTA and Seattle Times newspaper sponsored the first Free Ski School for high school students in America. The ski school was under the direction of Ken Syverson and his American Ski School instructors. Seattle and Tacoma high school students had only to sign up at school for free classes and buy a round-trip train ticket - cost - \$1.00 in 1940.

Three, one-hour classes a day were held for 10 weeks. At first, the instructors were lined up and the students chose their instructor, but, later, the paper published the class lists and their teachers in each Friday's paper to better balance the class sizes. Hundreds of students rode the train each Saturday to learn the snow-plow and stem turn. Each weekend, one of the high schools would be keynoted with crowning of a King and Queen. It was a big deal.

Ski instructors were given free transportation, meals and lodging as well as a wage for teaching the classes. Saturday nights found them dancing to the jukebox and learning how to yodel under Ralph Bromaghin's able tutelage.

Ken Binns of the Seattle Times and Chuck Garrett of the Star and Post-Intelligencer were always on hand with a clever article on skiing. Sports pages were filled with the comings and goings of well-known skiers, along with pictures of instructors and their classes. It is hard now to imagine the amount of publicity given to skiing by the papers at that time. The sport was new and captured the fancy of everyone, even in the society pages and rotogravure sections. The free ski school brought skiing to the multitudes, with each new class of students joining the skiing throngs.

Here is what Ken Binns, sports writer for the Seattle Times, wrote in 1940:

'CONTROL' IS SKI SCHOOL IDEA
Instructors Frown on High Speed Dodds

"Control - To exercise a directing, restraining, or governing influence over - New Standard Dictionary.

"With which preface we seek to explain the purpose of the Seattle Times Ski School... which emphasizes control.

"A controlled skier has a reasonable certainty of getting through his skiing without a broken leg. It's when they click skis together, point straight downhill and start a-booming, that they get into trouble. That sort of skiing will be sharply discouraged in the Times School,

which starts at the Snoqualmie Ski Bowl. Ken Syverson doesn't care to teach it and the Times cannot encourage it.

"Here's what arriving high school students will be told when they get on their skis and go for their first class.

"That any fool can schuss - for a moment. Schuss means roaring downhill, at cut-'er-loose speed. Only a skier who has mastery of his skis can make a turn. Only a skier who has learned the fundamentals correctly will, later, be able to make a correct, high-speed turn."



In 1949, the Ski Bowl burned down and never was rebuilt. The railroad felt their business was not in skiing, but in transportation. The ski schools operated out of old railroad cars until 1951 when The Times Ski School moved to Ski Acres. The Post-Intelligencer Ski School moved to Snoqualmie Pass and transportation changed to busses.

Ski Bowl Memories

One Saturday after the train had departed, a teenager struggled back to the lodge. He was black from cinders and badly shaken and scratched. When he was asked what happened, he said he had fallen off the train in the tunnel! "You fell off the train? How come you are even alive?" It seemed that he and some friends had raised the trap door closing the stairs in the vestibule between the cars, and were playing around when he slipped out. Luckily, he fell parallel to the train, so was not run over. His parents tried to sue to the Milwaukee Railroad but it was found the kids had raised the door and it was their own fault.

Some of the instructors decided to turn on the lights one night and ski on the big jumping hill. Suddenly, someone turned out the lights - right when they were on the steepest part of the hill - total darkness - in the middle of a turn! Then - the lights were turned on again. No one knew who did it but the shock was something they never forgot.

The first year after the War, the Ski Bowl opened with 3,000 skiers. It closed the season with 8,000 people who came to watch the Olympic Jumping Tryouts on the largest jump in North America. At the same time, the Norwegian Jumping Team demonstrated as part of the show and Torger Tokle made his record jump of 302 feet that day.

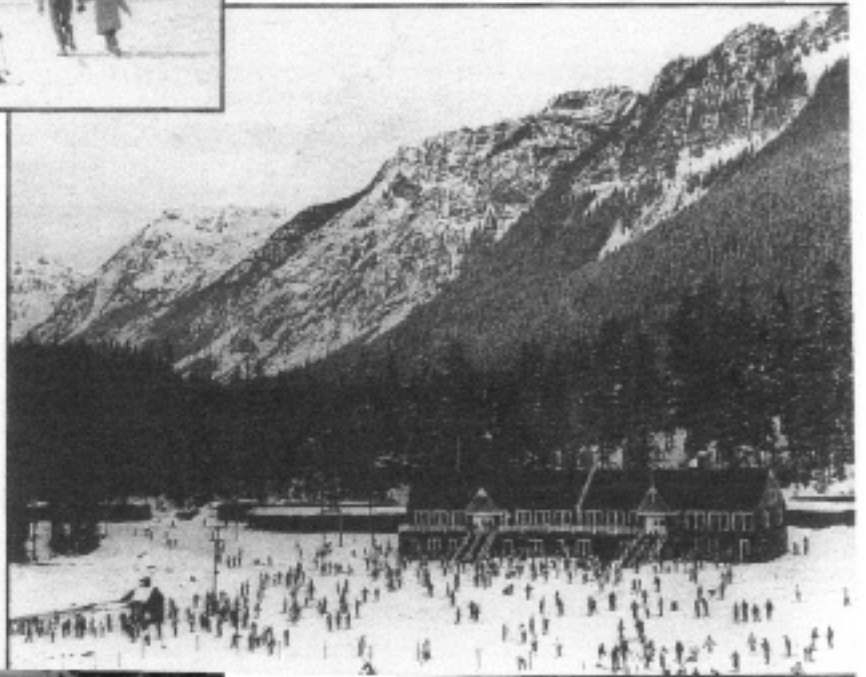
Northwest Ski Hall of Famer, Gus Raaum, was one of those Norwegian jumpers. He stayed in America and attended the University of Washington where he became a member of the UW Ski Team. He met his future wife, Claire, at a Seattle Ski Club dance honoring the Norwegian Team. He later called her to make a date. They have now been married more than 50 years.

Bob St. Louis: Olav Ulland, our venerable Northwest ski jumper, coach and advisor, asked if I would like to open the A hill for the 1947 Olympic Tryouts. Having just survived a college competition on the B hill, I was eager to accept the challenge and honor. A few words about the jump at the Snoqualmie Ski Bowl is essential to understanding what follows.

Unlike most other jumping hills, the Bowl was very different. The in-run was not a high scaffold to provide a short high speed run but ran up the mountainside, providing a long undulating run to gain the necessary speed (maybe 60 mph). The hill itself was a large scaffold affair built out from the hill to provide the necessary contour. The out-run, instead of being a dished-out affair with an up-slope, continued on a gradual down-slope to the lodge by the railroad tracks.



Left, the largest ski jump in North America, where the Olympic trials were held in 1947 at the Milwaukee Ski Bowl.



Right, the Milwaukee Ski Bowl



The Skiboggan



The Milwaukee Ski Bowl, 1947, at the Olympic Jumping Tryouts with Torger Tokle on left, after setting record of 302 feet

Filled with enthusiasm, I trudged to the top of the in-run and took my place in line for a practice jump. Very quickly, I noticed that as the jumpers sped down the in-run, it took a long time to reach the takeoff. Then they just seemed to disappear. It was a real long time before they again appeared at the end of the outrun. It took a while for me to realize that they had not taken a horrendous fall or been taken to another planet but were just completing a successful jump.

Finally came my turn at the top of the in-run. Just then they (the high commissioners of ski jumping) decided to close the hill to get the competition started. No consideration at all was given my situation and nobody seemed to care but me. Being fresh out of the Army I was (and continue to be) most patriotic, so as they started to play the national anthem, I removed my gloves, hat and goggles. As the band finished, the loud speaker announced that Bob St. Louis of the University of Washington Ski Team would open the hill. Now I had to put on my hat, goggles and gloves. While going through this exercise, the announcer assured the crowd that I would soon get enough nerve to start down the hill. I was just busy, the fright didn't start until a few moments later.

As I started down the inrun, gaining speed with the drop in altitude, I began to have some second thoughts. Fact is, that as I proceeded down the roller coaster inrun, I thought about where I might turn off and abandon this foolish adventure. But I was going too damned fast. Eventually, the takeoff appeared and I was committed. I sailed over the hill and although I could not hear the cheers of the crowd because of my fantastic speed, I did stand up and didn't even run into the Milwaukee Ski Train standing at the station.

Snoqualmie Pass

In the 1920s and '30s, most skiing was done on Mt. Rainier. Snoqualmie Pass was not kept open until 1930-31. In 1933, the Park Department of the City of Seattle had a small patch of trees cleared at Snoqualmie Pass. Known as Municipal Hill, this was the birthplace of what was to become Snoqualmie Summit in 1937.

At this point of time, skiing was more of a spectator sport than a participant activity. Literally thousands of spectators used to hike up from the highway to Beaver Lake to watch the great Norwegians fly through the air at world class competitions put on by the Seattle Ski Club.

Webb Moffett was a young civil engineer from the East. He had heard of the first rope tow installed at Woodstock, Vermont, and was interested in how it operated. When he moved out here, it was during the Depression. He was out of a job and looked around to see if he could find a ski area where he could try out his dream. Every place he went he found that a couple of Tacoma fellows, Jim Parker and Chauncey Griggs, were there first. So he decided if he couldn't beat 'em, he'd join 'em. He talked himself into a job with Ski Lifts Inc. and set out to install single rope tows at Rainier, Mt. Baker, and Snoqualmie. When the ropes were installed, he ran the rope tow at Snoqualmie Pass. He was paid \$10 a weekend, plus 10% of the gross. His first month's check was \$74.75.

When the War began, Parker and Griggs thought gas rationing would put an end to skiing and decided to sell out. Webb scraped together and borrowed \$3,500 to buy the Ski Lifts Inc. operations at Rainier, Baker and Snoqualmie and settled his operations at the Summit.

Curiously, gas rationing saved Snoqualmie. People still wanted to ski and pooled their gas coupons and filled their cars to make the shorter drive to the Summit. Business quadrupled the first year. More tows were installed, and more trees were cleared. The Forest Service got him some war surplus barracks sections and they were installed for a Day Lodge. The "Quonset Hut," as it was called, was used until the Day Lodge was built in the 1950s.



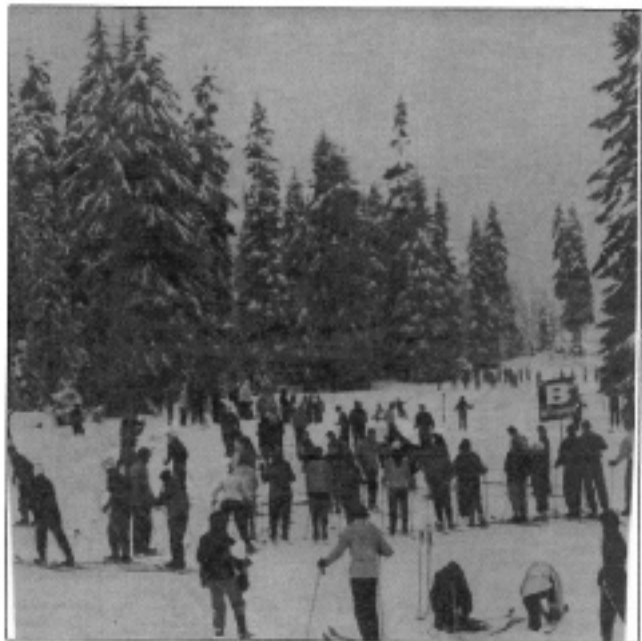
Above:

The Traveler's Rest at Snoqualmie Pass - 1942

Looking down Municipal Hill

Lower:

The old Municipal Hill at
Snoqualmie Pass in the '30s.
(Taken by John Hansen's father)



It was Webb, who was the father of the mass ski school in the '60s and '70s. After the newspapers stopped their free ski schools, other schools took their place and grew and grew and grew. So many schools operated there, that Webb hired Stan DeBruler to coordinate the schools so they each had their own space and did not over-crowd the hills by having too many on the same slope. On a Saturday, one could count 100 buses parked at the Summit at the peak of the skiing boom of the '60s and '70s.

Keeping the company in the family, Webb Moffett's son, David, took over the operations in later years. They purchased Alpentel and Ski Acres in the '80s and in the early '90s bought Hyak, forming the present ski complex of The Pass, which was to be sold again.

Snoqualmie Pass Memories:

Tom Hill: About 1934. Scott Osborn, Johnny Woodward and I were skiing in the woods above Snoqualmie Pass. In those days we usually used a telemark or stem turn to go to the left, and an open christie to go to the right. Thus favoring our right or stronger leg for either turn. If we were unable to perform both maneuvers, a skid stop and kick turn would have to be employed. At one point, resting to catch our breath, Johnny exclaimed, "Gee, that's wonderful, you guys can turn both ways." About two years later, he was representing the United States in the slalom and downhill at the Olympics in Europe. Catches on fast, doesn't he?

There were line gougers in the fifties, too. This tale has been told many times, but it really did happen at Snoqualmie. A couple of lift operators decided to teach the skiers a lesson. They found an old pair of skis. One of the operators put them on, skied down and pushed ahead of the lift line. The other operator came storming out to him, yelling at the top of his voice, "I told you not to cut in on the line again! Take that" - and chopped the tips and tails off at the bindings with his ax! You could hear a pin drop - WOW! The boys had no more trouble the rest of the year with line gougers. Those of us who were in on the prank, stood there covering our mouths to keep from laughing. The story was told and re-told every year.

Both Ski Acres and Snoqualmie had World War II barracks or Quonset huts for lodges right after the War, and all the ski schools congregated there. Ski instructors in each area became one big family, forming the nucleus of the PNSIA that was to come. Later, the area gave the schools small buildings for their ski school offices and no more did they need to carry everything in their parka pockets. It was remarkable how well they all got along and how they supported the fledgling PNSIA - no doubt because of the friendships developed when they all skied and taught together in earlier years.

In 1954, the first season of the Thunderbird chair at Snoqualmie, Washington's Birthday brought a record crowd. To ride the chair, one had to take the rope up to its top and climb up to the end of the chair line! People were buying private lessons just so they didn't have to wait in line.

One Sunday, after a big 2-foot snowfall in the early '50s, some skiers decided to climb up to Beaver Lake on Snoqualmie Pass to ski the steps, as they all wanted to ski that new "powder" snow that was almost waist deep. Breaking through the deep snow seemed to take forever. When they got to the top, they couldn't move! They got in line and the leader skied straight down - about 10 feet - before he stopped - snow piled up to his arm pits. Everyone took turns leading the group down, each going no more than a few feet each time. It took *two and a half hours* to get down to the bottom of the hill. What powder?

The Snoqualmie Pass Ski School, under Hal Kihlman in the early '50s, had 5 instructors: Hal, Vern Blom, Jack Metcalf, and Jim and Joy Lucas. Lessons were hawked from the loud speaker at \$1.00 for a one-hour lesson. On a good Sunday, there would be 100 students, each with his \$1.00 bill. There was no cash register, so at the beginning of each lesson the money was collected and stuffed into Joy's parka belly pocket. At the end of the day, they all met in the Quonset Hut and Hal would pass out the day's take, "One for you, one for you, one for me, etc.," until it was all evenly distributed. Any leftover money went for coffee. We averaged about \$20.00 a day, a good sum in those days.

1956 was The Year of the Big Snow. Snoqualmie Summit had 20 feet by February. The snow almost came up to the 220-power lines and everyone had to watch so as not to hit the lines. The Thunderbird chair had to be constantly dug out so the chairs could get through, forming a snow canyon you couldn't see out of. Your skis rode on the snow all the way to the top. Rope tows got so buried, they couldn't run.

Joy Lucas: That winter, our 12-year-old son, Mike, had won a ski race at Ski Acres and the prize was a chairlift ticket. It was a beautiful, clear day and he knew the way. He was always good about being back on time but when he didn't arrive back by 4 p.m. we got worried. By then, heavy fog had come in. I alerted the Ski Patrol and other instructors so they could get going before it got dark. Everyone stayed to help if needed. We called the State Patrol and they joined in.

Finally about 7:30 that night, we were on the phone with a State Patrolman, when he said, "Wait a minute. I see a boy in a blue sweater walking up the highway from the west side. I'll talk to him." The officer approached him and asked his name. It was Mike. He had worked his way down to the highway by the falls that drained out of Lodge Lake and was hiking back to the Pass when the police found him about 200 yards from the Summit.

I couldn't understand how he could be coming from the west side, when he had been at Ski Acres on the east side. It seemed the highway made almost a complete circle and when the fog came in, he was too high and had gone through the two humps to the lake. By the time he realized he had gone too far, there were so many tracks that he knew he would get lost if he tried to go back, so he kept going downhill. He wasn't worried because he could hear the trucks and knew the highway was below him. What a relief! We were so grateful to everyone. It seemed everyone on the Pass was there that day to help. What a wonderful feeling of family.

Stevens Pass

Bruce Kehr and Wilfred Woods of the Wenatchee World summarize

In 1936, public-spirited citizens from Everett, Leavenworth and Wenatchee purchased land from the Great Northern Railway at Stevens Pass and donated it to the government to build a hut for ski enthusiasts. The hut was dedicated on December 4, 1938. Two years later, on January 15, 1940, the \$20,000, two-story ski hut was destroyed by fire. Thanks to volunteer fund-raising by the Everett Ski Club and Forest Service donation of CCC labor, a new lodge was ready for use by the fall of 1940.

Don Adams started Stevens Pass Ski Area with a single rope tow in 1937, with the help of a loan from his friend, Bruce Kehr. Some trees were chopped down, a Ford V-8 engine, an assortment of wheels, shafts, etc., and a hunk of rope were purchased - all for less than \$600. The first rope tow on Stevens Pass was built on Big Chief. Kehr said there wasn't enough business to repay the loan that year, so he joined Adams in the operation. Bruce and Don formed a sort of "loose" partnership and went into the business on a pass that wasn't even open on the west side during the winter. The first season's gross sales amounted to \$88. The

Forest Service Ranger ran the lodge. It served as a refuge for food and warmth. Bruce and Don ran the tows and Bruce's wife, Virginia, sold the lift tickets. Together, they operated Stevens Pass until 1960 when Bruce and Virginia bought out Adams.

The Pass at that time was populated primarily with the eastside skiers because the highway from the pass west to Scenic wound down into the Tye Valley past the old railroad tunnel. It often didn't get plowed out. When the road was finished in 1938, the folks from the west side could get there, and skiing was dominated by members of the Wenatchee and Everett Ski Clubs. They put on ski meets and ski events at Stevens Pass regularly up to World War II.

At first, the few skiers on the west side who skied Stevens, either hiked up the six miles from Scenic (west portal of the Cascade tunnel) or bought one-way tickets through the tunnel for 16¢ and were hauled back up from the east portal by a small second-hand school bus - then skied back down to Scenic to go home. Before World War II, kids from the Wenatchee Valley took the 60-mile trip to Stevens Pass in stride with ice and snow conditions that would daunt drivers now.

During the War, Don and Bruce left for the service and a friend, Bud McGee, with a 4F draft status, operated the rope tows until Bruce and Don came back. The road was kept open and skiers pooled their gas coupons to ski at Stevens all during the War. Skiers would bring their sleeping bags and stay at the Forest Service Day Lodge and dance the night away to tunes from the jukebox.

The Kehrs traded ski area land they had bought from the Great Northern Railway to the Forest Service in exchange for the Government Lodge, which cost \$10,000. Later, they sorely regretted that action, as they would have had private land to build on in later years. But who had \$10,000 in those days?

In 1947, they took a big step to build a mile-long T-Bar on Barrier Mountain. This \$100,000 project was far beyond Kehr's and Adam's financial ability. At this time, John Caley, a Seattle attorney and personal friend of Adams, who had the know-how to raise the money, was brought into the picture. He brought the "loose" partnership to an end, and Stevens Pass, Inc., was born, with Adams as President, Kehr as Vice-President, and Caley as the Secretary-Treasurer.

The T-Bar turned out to be very difficult to ride, for it was on a side hill part way to the top, making staying on the lift pretty strenuous. One heavy snow season buried the lift and "snow creep" broke off some of the poles that carried the lift.

In 1953, that T-Bar was replaced by the first Riblet chairlift at a cost of \$90,000. This was the first modern double chairlift, running on rubber-tired sheaves, to be operating in the Northwest. Also about this time, Stevens Pass reached the peak of its rope tow heyday with something like 22 rope tows operating. In 1956, the Intermediate Chairlift was built and the decline of the rope tows began.

During the years of 1966-67 and '68, Stevens Pass made every effort to win Forest Service approval to build a desperately needed new Day Lodge, but to no avail. They were under a "no construction" moratorium until a new sewer system was built. This dilemma resolved in 1972 with formation of a two-county Sewer District, which was eligible to obtain Federal grants, and a three-million-dollar sewer plant went on line by late 1976, opening the way for new construction. By 1977, when they sold the area to Stim Bullitt's Harbor Properties, they were grossing one million a year and, in recent years, the area was sold again.

Wilfred Woods of the Wenatchee World writes:

The Northwest Ski Hall of Fame honored Bruce Kehr for his racing on Mt. Rainier in 1936, the same year he was selected as an alternate to the Olympic ski team, as well as for his activities at Stevens Pass. They should have added his wife, Virginia. For she was a partner in the operation of Stevens Pass for 35 years, looking after the books in the early years.

Bruce and Virginia married in 1942 and came back to the pass after the war. Virginia became the business head of the ski area, managing the books and making sure nobody got on a lift without a pass. They moved into a tow shack for their first home, which had electricity, but no water. Virginia commented that she was a "city girl" and that looking back on those early days made her wonder how she coped with it. Bruce taught her to ski and she became a fine deep powder snow skier in the abundant deep powder of the pass.

Stevens Pass Memories:

How many high school kids got their first taste of skiing through Ernie Garman, Vivian Audett's father? Every weekend, he filled the back end of his panel truck with kids and drove them up to Stevens. Everyone remembers the wild rides with happy, screaming kids - but never an accident!

Steve Madison, "the Mayor," a parking lot attendant at Stevens, made a piggy bank out of a big 5-gallon bucket and begged donations from the skiers all winter to put on a Small Fry Race each spring. The Kehrs, as well as Ski Club members, helped put on the race so it was a family event for the whole area every year. It was for the little kids who had not yet learned bigtime racing such as Mighty Mites. There would be a coin toss in hay for the little ones, a kid's race, games galore and everything with some sort of prize. Every child got something. It grew to be the big event of the spring and continued long after Steve was gone.

John Hansen remembers running the # 4 tow at Stevens with Bob Kruse and Jim Griffith.

We worked two hours, and one off. In turn, we would check tickets for an hour at the bottom of the tow, punching 8-ride tickets (cost - 25¢). If our boss, Bruce Kehr, found someone on the hill with an 8-ride ticket that didn't have a #4 tow ticket punch shape (every tow had a unique punch shape) we would be in big trouble. During the 2nd hour, we would shovel snow in the dips in the track and stem the track to keep it smooth. While we were free skiing in the 3rd hour, twice during the day, we would have to bring a 5-gallon jeep can of gas from the bottom of the #1 tow to the Bowl to keep the Ford engine running. The #3 tow was pretty fast and steep, so grabbing the rope with a 45 lb. pack on your back was a glove-burning challenge. The Bowl rope hung about 15 feet above the snow at the top and would lift a light-weight skier into the air, but a man's weight would hold it down - so we always had gals riding behind us. All this for \$1.00 an hour - \$4.00 for the day - when we could have bought a ticket for all day for \$1.25!

Margaret Eilertsen: My husband, Johnny, had arranged with Mr. Johnson, Traveling Agent for the Great Northern Railroad, to run a train from Everett to Stevens Pass. Buses from Wenatchee met the skiers at the other side of the Cascade Tunnel, as there was no road on the west end. After skiing, they skied down the mountain to meet the train on the west side of the Cascade Tunnel.

I was tagging along, managing the cross-country trail, when the gang all poled off and disappeared in a cloud of snow. I fell - and fell - picked myself up and fell again. I did more skiing on my rear end than on the skis. Johnny was very patient and encouraging through it all.

Breathless and wet, we finally made it to the train and joined our friends. For two hours, the train had waited for us, and with a blast of their whistle, the train was off. I have often thought of that time, when I've rushed to catch a bus, airplane and yes, a train. Never again have I been able to delay their departure!



Left, Big Chief at Stevens Pass, 1954. The Kehrs lived in the little lift house on the left by the lift.
Photo, courtesy Joseph Scaylea.

Below, Old Forest Service Lodge and adjacent ski shop at Stevens Pass, 1954.
Photo, courtesy Bruce Kehr.



Joy Lucas: During the War, I worked as a food checker at the Town and Country Club, a nightclub in Seattle. Every Saturday, all through the War, I filled the car with fellow skiers who contributed a gas coupon and \$1.00 to help pay for the gas. When the War was over, Bruce and Virginia Kehr asked Jim and me if we would consider running the Day Lodge. The only thing, we needed to put in new linoleum, stove, do major improvements - and who had \$5,000 those days? Especially when at that time the road wasn't open during the week. Jim went to Ben Paris, where he worked in the Sports Shop, and asked him what to do. Ben said we could manage the Ski Bowl for them and we wouldn't have to go in debt - He'd pay us a salary! Decisions we make when we are young.

Mt. Spokane

The first ski area on Mt. Spokane was at the Civilian Conservation Corps (CCC) barracks. In 1945-46, the first double chairlift in the West was installed. It was a makeshift lift, constructed with wood towers and machinery salvaged from a mining ore tramway located at Coeur d'Alene, Idaho. The chair only ran for 3 years because they found it was on the wrong side of the mountain. Skiing then moved to the south side to the State Park Lodge, using rope lifts. A huge addition was built to the State Park's Lodge in 1951, making it the grandest mountain palace next to Timberline Lodge on Mt. Hood. As they were getting ready for the opening in January of 1952, it burned to the ground. The fire and bad weather caused skiing operations to shift to the east side of the mountain. A new lodge was built in 1955 and the next year a \$200,000 double chair was installed by Al Mettler.

Bachelor Butte

Bachelor Butte, 20 miles from Bend, Oregon, replaced the old Skyliner Playground in the late '40s. In the late '70s, the name was changed to Mt. Bachelor and they began a big building program, ultimately developing into a top resort. While it does not have on-mountain lodging, it is closely affiliated with the Inn of the Seventh Mountain and Sun River, two premier resorts, as well as the city of Bend.

Central Washington

Wenatchee skiers in the early 1930s began using Stevens Pass, which had a small guard station at the summit. The Wenatchee Ski Club was organized and set up a number of rope tows in the 1930s at Wenatchee Heights, Dryden, Blewett Pass Summit, and Badger Mt. After World War II, the Wenatchee Ski Club persuaded the State Parks to purchase the Weeks Ranch in Squilchuck for a ski area, which operated for a number of years with rope tows and finally a Poma lift. Other tows were set up, including Echo Valley, near Manson, in the Entiat Valley and at the Loup Loup summit in Okanogan County. Early ski teachers in the valley were Bob Church, Frank Cumbo, Otto Ross and Dave Whitmore, all of whom participated in the development of PNSIA.

Central Memories:

Kay Haley: The first shipment of Norwegian hickory skis (with no metal edges) came to the Wenatchee Valley in the '30s, ordered by some fellows who worked for my Dad at the Wenatchee Globe newspaper. They kindly ordered a pair for me.

My first clothes were fuzzy, wooly pants, jacket, mittens and cap. We floundered in deep snow on the steep hills at the old Blewett Pass summit, on wheat fields high above town, and on the Hampton ranch up the Squilchuck, near Mission Ridge.

The next year, we had metal edges, baggy, smooth gabardine pants - and climbers. So, with my brother, Wilf Woods, we hiked all over Stevens Pass, and Paradise Valley on Mt. Rainier, even one trip down the glacier and another time to Camp Muir, half way to the top!

Sometime after World War II, my husband, Dick, and I started our daughters on their "mountain training." Meanwhile, I was asked to teach.

When our family went off to college, I cleared my time to ski and ended up teaching for thirty years. The last six years were serving on the PSIA-NW board with the "greats" from three states.

Eventually, we explored the Alps, in Austria, Switzerland, France, the Italian Dolomites and decided we lived in a great place! Or - we like being Northwesterners.

Deer Park

Deer Park was the only ski area for the northern part of the Olympic Peninsula before World War II. It was situated in the Olympic National Park between Sequim and Pt. Angeles, in alpine meadow country that looked over the breathtaking Strait of Juan de Fuca, Puget Sound, Sequim and Mt. Olympus. It was reached by an 18-mile road up to Deer Park, with a grade of 18% near the top! It was a narrow, one-way road with traffic going up in the morning and out in the afternoon.

Jim and I (Joy Lucas) ran the Deer Park lodge and the ski school during the winter of 1940-41. The PNSA Championship races had to be cancelled that year due to no snow. Even after two weeks without snow, you could blow in it and the snow blew away like Ivory Soap flakes - to the other side of the hill where there was no lift. Grass showed all winter on the lift hill. When it did snow, we would awake in the morning to piles of snow in the cabin that had drifted down through the shakes - Yes, it was primitive - even for those days!

The lodge was built during the '30s by the Civilian Conservation Corps (C.C.C.), a government work project that built roads, lodges, trails, etc. to provide work during the Great Depression. It seemed the crew built the fires in the stove using Mazola oil. The whole inside was crusted with carbon, the lids would not sit down on the top and nothing would cook. The tables were thick with grease. What a dirty, mess! After a couple of week's hard work, the lodge was ready to open - the prices were right. Lunches were 25¢, dinners, 50¢. Lodging was in bunk rooms at 50¢ a night, bring your own sleeping bag. We had a wonderful old trail cook who took us two dumb kids and taught us what to do. We never would have made it without him. But the skiers were something else. Every single one of them bought their lunches instead of bringing their own - to make sure we made it through the winter. At the end of the year, we made \$90 for 3 months work - but beauty and friendships surrounded us.

Deer Park Memories:

In late April, 1941, we joined a party from the Port Angeles Ski Club to explore various areas in the Olympic Mountains to find a new ski area on the Olympic Peninsula with more snow and better terrain. We hiked in from Sol Duc Hot Springs until we hit the snow, stashed our hiking boots, and put on ski boots and skis to climb the ridge up to Bogachiel Peak to stay overnight in the lookout. What a sight to behold - the possibilities were beyond our fondest dreams. A lodge at Sol Duc Hot Springs could be envisioned with lifts going up the ridge to provide varied terrain in both basins - and lots of snow!

The views were spectacular - with Mt. Olympus towering over both the Low and High Divide ridges of the Olympic Mountains. That night, the sun set over the ocean with 14 lighthouses visible from the ocean, the Strait and into Puget Sound, plus the lights of Victoria and Seattle My, Oh, My - what a sight!

The next morning, half the party skied back down Sol Duc Park to pick up the hiking boots. The rest skied down Seven Lakes Basin. Beautiful terrain - we were excited. We were surprised to find a lot of ski tracks - later we found they were from the 10th Mountain Division who had skied there the week before. As we got down to the end of the run, we started looking for the trail out. We systematically searched for 4 hours, trying to find the trail - there were no blazes to guide us. Finally, at 6 p.m., snow fell away from our feet and we could see the trail. We had 7-1/2 miles to hike out, wearing our ski boots and carrying our skis! Were we glad to see the rest of our party coming up the trail with flashlights! Came the War, and the end of the dream. The National Park didn't want any big ski area in their Olympic Park any more than at Mt. Rainier.

The Lost Ski Areas of Washington

With thanks to the Hyak Ski and Snow board people who researched the following information and put it online.

Many other ski areas operated through the years in Washington. Some were well known, others just small huts for ski touring, and, when the larger areas developed, they died out. Of the forty-seven listed, here are some of the most well-known and what happened to them.

American River:

With closure of Paradise Valley as a resort, the Park Service permitted development of the Cayuse Pass - Tipsoo Lake area. It only ran in the early fall and in the spring, as the road was closed during the winter months. Located on the eastern side of Chinook Pass. It served the skiers of Yakima. The clubhouse housed 20 people with their own sleeping bags. The rope cost \$1.00 per day or twenty-five cents for four trips. The quarter-mile slope had 4 rope tows in a series, giving a 3,000-foot-long run and 1,000-foot rise. It was installed by the Naches Company, headed by Don Adams and Webb Moffett. The area no longer operated after Crystal Mountain opened. (See Cayuse Pass/Tipsoo)

Cayuse Pass/Tipsoo: (1948 - 1960): (by Chuck Howe)

During the fall of 1948, Chuck Howe, Clint Gossard and Dr. Robert Sprenger from the College of Puget Sound, were looking for a cabin to house the college ski team. Through Bill Gossard, Weyerhaeuser White River Sales Manager, and Neven Mc Cullough, White River District Ranger, they were able to find a 12-acre organizational site at Deep Creek, consisting of 2 lodges and 6 cabins. The asking price was \$6,500. It was felt it was an ideal situation even though the cost was a bit more than they had in mind. During the spring, summer and fall, they installed a new water system and plumbing and renovated the cabins.

One of the biggest impacts of the year was the hiring of Martin and Shirley Fopp to start a ski school for all comers. After 10 years with the College of Puget Sound, Martin and Shirley bought the Cascade Ski School from Joe LaPorte, former director of the Tacoma News-Tribune Ski School in the '60s and opened schools at Snoqualmie Pass and Crystal Mt.

With early enrollment in ski classes, it was evident a ski tow was needed. Cayuse Pass was selected because the D.O.T. road crew kept the road plowed. A group of C.P.S. skiers went to the Rainier National Park for permission to build a rope at Cayuse Pass. Pat Patterson, Park Ranger, assigned the Cayuse/Tipsoo area to his recently hired aide, Bob Johnson, a 10th Mountain Division man and cross-country competitor at the 1950 USA-FIS meet at Lake Placid. Johnson gave his verbal permission immediately with no paperwork or long wait for a request to go through government channels.

With the aid of a C.P.S. truck and access to war surplus materials, a ski lift was built at Cayuse Pass for C.P.S. use. The only proviso was that no trees could be cut down and all the

materials used to build the lift had to be removed at season's end. The lift tower was built, engine winched in from the road and installed in the tower house by Thanksgiving.

Nature dumped a record snowfall that year - 24 feet - at Cayuse before the lift was finished - so much snow they couldn't find the tower. With extensive probing, the tower was located. A tunnel was dug down to the motor, rope strung, wheels greased, engine fired-up and ready for customers at 35¢ for a day ticket. C.P.S. built their lift for one season. This was followed by a four-stage rope tow from the parking lot just over the Ohanapecosh side of Cayuse Pass to Tipsoo Lake. It was built by Don Adams and Webb Moffett of the Naches Company. This facility was in existence from 1951 to 1956 shortly before Crystal Mt. was developed.

Chewelah:

Near 49° North and Spokane: The area ran from 1936 to 1968. When it burned down in 1949, it was re-built and ran until 1968 until 49° North was opened.

Cle Elum Ski Hill:

(1921-1934) Coal cars took skiers uphill, sometimes tractors pulled the toboggans. It had 3 ski jumps. Note: 1931 saw the largest crowd - estimated 8,000 spectators. The Depression brought an end to the events in 1934.

Pilchuck:

Opened in 1956 and ran until 1969, Franz Gabl directed the ski school at the area. They had a lodge, 2 Riblet chairs and 4 rope tows. It closed down due to shortage of snow.

Stampede Pass:

The area, known as the Ski Dome, was built in 1939 by the Northern Pacific Railroad at Martin and ran until 1942. The Husky Winter Sports Club of the University of Washington bought the property in 1945 and operated the ski area under the supervision of U. W. P.E. instructor Gus Erickson. A single rope tow was powered by a surplus barrage balloon winch which served the hill from below the lodge to an equal distance above the lodge. Heavy snows crushed the lodge in 1956 and it never operated again.

Squilchuck Ski Bowl:

Near Wenatchee and Mission Ridge. It had 1 Poma lift and 5 ropes. When Mission Ridge opened, the area closed as the public moved to the new area.

Yakima River:

The ski lodge, built in 1935, was one of the oldest in the United States. It also held the honor of having the largest outhouse in the world - a 20 holer! It closed down in 1950.

Yodelin:

Yodelin was situated just east of Stevens Pass. University of Washington engineers warned the company about heavy avalanche danger, but they ignored the warning and built the ski area anyway and sold cabin sites on the north side of the highway. It ran from 1961 until 1974 when a massive avalanche destroyed the cabin area, which led to the area's demise. In 1976, Stevens Pass bought one of its chairs and helicoptered it to the Pass to become the Tye Mill chair. Crystal Mt. bought the other chair and installed it as Chair 6.

Here is a list of some of the other areas that no longer exist. Perhaps one of them might be in your past. More information may be found online under Lost Ski Areas of Washington.

Big 4, Blewett Pass, Chinook Pass, Corral Pass, Darrington, Eastern Slopes, Easton, Entiat, Lone Ski Area, Keechelus Inn, Kiwanis Ski Hill, Lake 22, Lake Wenatchee, Maloney Mt., Mt. Joy, Mt. St. Helens, Okanogan Ski Area, Salmon La Sac, Satus Pass, Scenic Ski Area, Selah Gap, Silver Springs, Sunset Lodge, and Swauk.

THE SKI CLUBS

Most of the ski clubs were formed in the 1920s or early '30s when the highways began to open the region to outdoor groups. Their lodges were built by the members and they took special pride in their facilities. They were planned with families in mind. There was a community room for dancing, kitchen and dining room, with dormitories for sleeping. Members shared the work of maintaining the lodge. One of the biggest chores every week was digging out the door to the building after a big week of snow. After skiing and the evening meal, there were always sing-alongs, yodeling and accordion playing. Everyone joined in the singing and dancing - schottisches, polkas, hambo, square dancing - you name it. It was the ideal place to bring the family as there were always plenty of children of the same age to ski with and baby-sitters to over-see the children.

Washington Ski Club

The Paradise Ski Club and Washington Commonwealth Ski Club combined to become the Washington Ski Club in 1933 and drew most of its members from Seattle and Tacoma. It was one of the largest on the American continent, with more than 600 members by 1940. They leased the Guide House at Paradise on Mt. Rainier and Gates Cabin at Mt. Baker for their members.

Every fall, the Ski Club put on a big dance to kick off the ski season at the Spanish Castle, a huge dance hall midway between Seattle and Tacoma. Every skier around attended. Newspapers touted the coming of winter.

The Washington Ski Club helped The Seattle P-I organize the first Silver Skis race at Paradise in 1934. Many well-known racers skied for the Club, such as Olympians Don and Gretchen Fraser, Shirley McDonald Fopp and Grace Carter Lindley. Other well-known members come to mind: Orville, Stan, Mel and Evelyn Borgersen, Otto Strizek, Bob Hayes, Harry Pruzan, Max and Eileen Sarchett, Washington Ski Club President Frank (Trader) Horne, Otto Sanford, Don and Betty Amick, Paul Sceva, Paul Gilbreath, Joy and Jim Lucas, Peter Hostmark, Hans-Otto Giese, Allan Granstrom, and many others.

While there were no lodge facilities at Chinook and Cayuse Passes, many skiers hiked from the road up to the passes for early season and spring skiing on the east slope of Chinook Pass. There were numerous large cabins at Silver Springs, just outside Rainier Park, and the Washington Ski Club considered buying one for the grand amount of \$6,500. But when the War began, they decided to close the club and donated their money to the Ski Patrol.



Evelyn Borgersen, John English and Joy Lucas prepare for the Fall Ski Dance at the Spanish Castle in 1942. (Seattle Star)

Seattle Ski Club

Most of its early members were Norwegian jumpers and cross-country skiers. The Lodge was built at Snoqualmie Pass in the late twenties. The clubhouse was large, with a kitchen, dining room and a big lobby for dancing on the first floor and sleeping quarters on the upper floor. Every weekend found the members on their world-class Beaver Lake jumping hill during the day and playing the accordion with singing and dancing at night. They, along with the Cascade Ski Club on Mt. Hood, and Leavenworth attracted many international jumping champions like Olav Ulland, Birger and Sigmund Ruud to their hills. The public donned hiking boots and hiked a mile and a half to the big hills to watch their awesome exhibitions, doing tandem jumps as well as classic distance jumping.

Later, when jumping declined and the mass ski schools came, the membership changed to be mostly ski instructors and their families. Caretakers were hired and the wife became the cook. Sing-a-longs and dancing continued. Instructors' children would be tucked into fellow instructors' classes and later they joined in the Mighty Mite races. They were to become the next generation of racers, instructors and skiers. Tom Allen, Hal Kihlman, Stan DeBruler and Jim and Joy Lucas were all life members of the Club. The Lodge burned down in 1991 - end of an era.

Seattle Ski Club Memories:

The year of the big snow, Seattle Ski Club was hard hit and the call went out to all members. Every member possible was to come up that weekend with shovels to help dig the snow off the roof - or the building would collapse! The whole building was at an angle. The doors wouldn't open or close. Everyone came to the rescue. The roof was cleared and the area around the building was eased. Suddenly with many groans and creaks, the old building sprang back to shape amid cheers of relief.

One spring, some kids from the Ski Club were playing around trying to break sticks with Karate chops and one of the boys bruised his arm. He entered the Thunderbird race the following weekend, and when he pushed off at the start, broke the bone he had injured - but continued the race, winning first place. His mother waited several hours for him to come down off the mountain. When she asked him what took so long to get down, he answered, "Well, I won the race - I had to stay and get my trophy!"

Leavenworth Winter Sports Club

Ski jumping was the Norwegian sport and Leavenworth was populated with Norwegians. Thanks to Norwegian-born residents such as the Bakke brothers, Hermod and Magnus, the Leavenworth Winter Sports Club was formed and organized ski jumping became a major sport in the 1920s, with special trains from Seattle bringing thousands for the thrilling tournaments. Walt Hampton, Class A jumper, was from the Leavenworth Ski Club. The Depression-born Civilian Conservation Corps (C.C.C.) built a ski lodge and a large 90-meter jumping hill that attracted some of the best jumpers in the world. Norwegian Torger Tokle set a National record on the hill in 1940. The Leavenworth Club continued to hold jumping tournaments until the late '60s and early '70s. Currently, school children in Leavenworth can take classes in jumping.

Leavenworth Memories:

Magnus Bakke first skied in Norway in 1903. The harnesses for the skis were made of birch boughs put in water, scraped of bark, and, when they became soft and supple, bent to fit around the foot. Clamps over the toes held them on. Everyone wore wooden sole boots and

rag socks of goat hair. Any carpenter could make a pair of skis. Magnus helped design the ski hill at Leavenworth, coached ski jumping and cross-country teams for 39 years, served as judge at 1960 and 1980 Olympics, and was slope engineer for Mission Ridge from 1962-82. He was nominated for the National Ski Hall of Fame in 1971.

Bremerton Ski Cruisers

The club was incorporated in 1936 and they built their first cabin that year at Flapjacks Lake in the Olympic Mountains. Paul Kruse and Bob (Pete) Pederson, later to become members of the Ancient Skiers Association, were instrumental in finding the location for the cabin and its construction. The proposed Mt. Lincoln ski area, however, proved less than ideal due to its southerly exposure. What's more, it was a 4-mile uphill hike from the Hamma Hamma road - the 2½-story shelter was strictly for the hardy.

They then rented four cabins at Paradise. The cabins, by any standards, were unsafe firetraps with wood stoves, no water, no "facilities," etc. - but the price was right - \$15 for each cabin per season.

After the War, in the summer of 1947, the Cruisers started their present lodge at Stevens Pass. 134 people made the 180-mile roundtrip to put in a total of 600 man-hours at the site and many other hours splitting shakes before the building was opened in November of 1947. The members purchased a generator from war surplus and hitched it to a ski tow motor for their lights. Water was a problem. In conjunction with the Mountaineers, a dam was built across a stream, and a two-inch pipeline was brought through the woods to the cabin so the club could enjoy cold, sparkling, pure water from melted snows.

Ginnie Thorpe, with Ken and Kathy Hand, directed the Chief Kitsap Ski Cruisers Ski School, which brought skiers from Kitsap County to Stevens for many years. The club and the ski school have celebrated 50 years at Stevens Pass.

The Mountaineers

The Mountaineers, mainly a climbing and outdoor club, had several ski lodges - the Meany Hut at Stampede Pass, Snoqualmie Pass, Lodge Lake, south of Snoqualmie Pass, Stevens Pass and Mt. Baker. John Hansen ran their ski school at Stevens and Jim Lucas ran the Snoqualmie branch.

From the Seattle Times -1937

"The Mountaineers, by dint of painstaking labor, widened the lane at Meany Ski Hut at Martin and installed a rope tow with 900 feet of pull and 330 feet of lift up the big ski hill. So now the club is cheering Harry Cameron, Fred Gibbons, Jack Hossack, Calvin Jones, and Walter Little, who did most of the work....for free."

In the early years, the Mountaineers sponsored Cross-Country Patrol races from Beaver Lake at Snoqualmie to Meany Hut. The races ran from 1930 through 1941. Wolf Bauer and his team set the record for the race in 1936. The race was re-enacted in the winter of 2006 with a group organized by Lowell Skoog. Wolf (aged 94 in 2006) spoke at the re-enactment but did not ski the course.

Other prominent Mountaineers were the Whittaker twins, Lou and Jim. Both men were mountain guides at Mt. Rainier, as well as being Certified ski instructors. Jim was the first American to climb Mt. Everest in 1963 and Lou was expedition leader for a successful 1984 climb.

Late note: Sadly, the Snoqualmie Pass Mountaineers lodge burned to the ground in early May of 2006. The Lodge Lake cabin burned in 1944.

Penguin Ski Club

The Penguin Ski Club started building their lodge at Stevens in 1939 and continued working on it until the War began. After the War, the members finished the building, and it has been going strong ever since. Members say the reason for its success was the mix of people who belonged - racers, officials, instructors, recreational skiers and families - all active in skiing in some way. Irv Pratt says the reason he joined the club in the late '30s was because it had so many beautiful girls!

The year of the big snow was a sad one for Stevens Pass. Hans Grage, a racer from the Penguin Ski Club, went outside to check the snow on the roof, when the snow slid - burying him under many feet of heavy snow. Other members, hearing the sound, came rushing out and started digging, hoping to save him, but when they did find him, he was dead. Hans was beloved by all who knew him. The annual Stevens Pass race was named after him.

Other Ski Clubs

Snoqualmie Pass had several ski clubs – **Sahalie** (With many PNSA race officials like Ken Comfort as members. Originally named the Commonwealth Ski Club, Sahalie lost its original lodge to fire in 1943, and a new one was built.), **Washington Alpine**, and the **Sno-Owls** (mainly ski Patrolmen). **Skier's Inc.** had a lodge at Ski Acres. When Crystal Mountain opened, a group from Skiers Inc. formed the **Crystal Mt. Skiers Club**, at Crystal Mountain. Stevens Pass also had the **Swiss Ski Club** and **Everett Ski Club**. The **Forelaufers Ski Club** had a site at Stevens Pass, but never had the manpower to build.



Irv Pratt, jumping in the Penguin Spring Carnival.

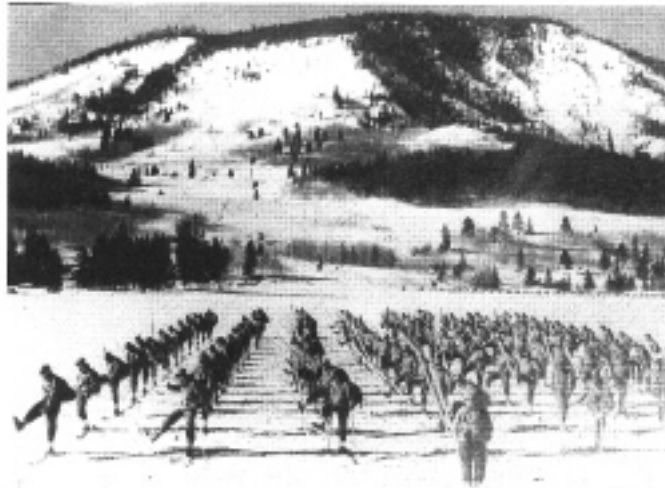
THE WAR YEARS

The 10th Mountain Division

Many Pacific Northwest skiers answered the call to join the newly formed Mountain Troops during the first months of World War II. The 15th Infantry Regiment was camped at Longmire and used the Paradise facilities for training. In 1942, the 87th Mountain Infantry moved in to the facilities. From this group, the well-known 10th Mountain Division was developed. From there, they were sent to Camp Hale, Colorado, to complete their training before being sent to Italy to some of the roughest fighting during the War.

Ahead Of Their Time

The U. S. Army created the largest ski school ever



Kicking in time: 10th Mountain Division recruits learned to ski while carrying 70lb. packs and rifles.

The following story was printed in Snow Country, 1992.

“Shortly after WW II broke out, the biggest ski school in the United States was held along the eastern slopes of Tennessee Pass in Colorado. It was organized by the U.S. Army’s first mountain-infantry division, the 10th Mountain Division, which trained for World War II at Camp Hale, Colorado. Its 12,000 men included ski teachers, Russo-Finnish war veterans, fur trappers, rock climbers and Jewish refugees. Thousands had never seen snow. Few had skied with pack and rifle.

“After two winters, 600 instructors had been trained, more than existed in the entire United States in 1940. Recruits learned to ski with packs and rifles, walking up every run, then skiing down. Sometimes an entire regiment of 4,000 men took lessons together. The amazing feat remains unduplicated. Today, there is still no resort teaching 4,000 skiers at a time on the same mountain.

“The soldiers learned the “Military Arlberg” ski technique, originally fashioned by Hannes Schneider, to train Austrian Troops. (Note: The book, *Basics of Skiing*, was translated and written by Otto Lang and used extensively for the training.) The G.I.s spent the first eight hours of lessons walking in their skis on flat snow. After 18 hours, they could make wide snowplow

turns. After 100 hours, they finally arrived at the sliding stem-christie turn. By the time they left Camp Hale, they could ski across mountains all day and bivouac in the snow at night.

“The 10th landed in Naples, Italy, at the end of 1944, and headed for the Apennine Mountains. Patrols on skis led the 10th Division’s breakthrough of the German Army’s Gothic Line. But then there was a thaw, and skis were never used again. When the 10th reached the Brenner Pass in May, it had chased the Germans faster and farther than any division in World War II. The price: 30% casualties, the war’s highest for a military division. The men of the 10th earned more medals than any U.S. division.

“The 10th became the backbone of the postwar American ski boom. To name a few: Monty Atwater went to Alta to establish the first avalanche control with explosives. Friedl Pfeifer designed Aspen Mountain, started Aspen’s ski school and ran the racing circuit. Pete Seibert was a member of the 1948 Olympic Team and founded Vail.”

Camp Hale was closed down after World War II was over, but reopened with the Korean conflict as the Mountain and Cold Weather Training Command. Its mission was to teach army troops mountain and cold weather survival. Jim and Lou Whittaker were there in the early ‘50s. Pete Birkeland was stationed there in the mid ‘50s when the colonel announced the formation of a ski team and their job was to win races for the army.

From the Seattle Times, Mar. 28, 1998

“In the 1980s, Webb Moffett granted the Seattle-area 10th Mountain Division veterans free skiing and invited them to hold their annual Ski In at Snoqualmie Pass. They arrived in white coveralls that suggested the camouflage they wore in the mountains of Northern Italy and skied down the slope in formation. These old Mountain Troopers return year after year to talk about old times and take that effervescent run down the slopes together - for one more time. In 1998, 11 of the troop attended, down from 30, a decade before. Tom Bacher, Vic Edlund, Ed Kennedy and Bill “Beany” Morse recalled singing a favorite song - ‘Ninety pounds of rucksack, a pound of grub or two. We’ll schuss the mountains like our daddies used to do.’”

Some well-known Ancient Skiers were members of that illustrious unit: Nelson Bennett, Buster Campbell, Ed Link, Bill Morse, Karl Stingl, Jim and Lou Whittaker and John Woodward.

Here’s what Chick Garret, sports writer for the Seattle Star wrote during the War:

Pain In The Neck Department

“Sixteen inches of fresh, powdered snow are reported on the valley floor at Sun Valley. Ain’t that something to dream about?

“It is quite evident Snoqualmie Pass Summit will become Seattle’s ‘Sun Valley’ for the duration ... and why not? Wot da heck!

“Sahalie Ski Club hasn’t a Duchin Room, but it’s got a Rumpus room. President, Herb Lonseth, told us so. They may not walk out one end of Sahalie Lodge and plunge into a crystal-clear swimming pool to enjoy the sight of steam rising toward a cold blue sky. They can however, slip into Commonwealth Creek without half trying. Some of our best citizens have come up out of Commonwealth Creek a-blubbering and a-sputtering. Their unanimous expression is: ‘Phooey to Sun Valley’s swimmin’ pool!’ ... Sahalie’s lift doesn’t have seats or covers and it doesn’t get you up in the air like Baldy, the Eagle, but it will teach you how to ski. There’s no riding down.

“Besides you can go to Snoqualmie on half a tank of hoarded gas, and return home with enough money to buy War Bonds.”

POST-WAR SKIING

Curiously, gas rationing saved Snoqualmie Pass and Stevens Pass. People still wanted to ski and pooled their gas coupons and filled their cars to make the shorter drive to Snoqualmie and Stevens. When the War was over and gas rationing was a thing of the past, skiing exploded. It became a sport equally shared from executives to ski bums, housewives, students, children and everyone in-between.

Right after the War, Max Sarchett and Larry Linnane started the first private ski school at Snoqualmie, with Larry and his Ski Classes Inc, moving to Stevens a few years later. Buzz and Julie Fiorini, in sponsorship with Windy Langlie's Sport Shop, started the first private children's ski school at Snoqualmie Pass. They drove their students to the mountain in their station wagon. It became the largest ski school, especially for children, in the country and catered to the carriage crowd. Windy Langlie called it the most expensive baby sitting service in town.

The Mass Ski School Phenomena

After the War, many newspapers got into skiing besides the Seattle Times, Seattle Post-Intelligencer, Valley Publishing, Tacoma News-Tribune, Bremerton Sun and others, creating the mass ski school phenomena beginning in the '50s, found no other place in the world. Eventually, the newspapers discontinued the free classes as they became prohibitive in cost.

Webb Moffett invited Certified instructors to form their own ski schools and bring them to the Summit - the beginning of an era. There were ski schools for small children, grammar school, junior high, high school and housewives as well. School Districts, colleges, PTAs, churches, clubs, and sports stores sponsored classes. There were weekday, night classes and swing shift classes as well as on the weekends. There were classes for beginners through racing as well as training to become instructors and classes for the blind and disabled. Every discipline was covered.

Moffett offered free ski classes to the public on Thursdays at the Summit, under Nobi Kano, the first Japanese to become a Certified instructor. It was nothing to have 40 or 50 people in class at a time. Teaching was by the numbers. To accommodate the Sunday skiers, spearheaded by instructors Marie and Bill Durant, the Chapel of St. Bernard was built at Snoqualmie with contributions and work by the skiers of the area. Services were held for all denominations and Sunday skiing boomed as well.

Ski areas in other regions owned the only ski school and walk-in and private lessons were the norm. While each area out here had its own ski school, they operated for the walk-in public. Each private ski school did their own marketing in town and brought their students to the mountain. The students came - rain or shine - all winter long - guaranteed customers. The ski areas didn't have to market their areas - the ski schools did it for them. It was a feeling of "family" working with the ski areas as partners.

By the '60s and '70s, the phenomena of the Mass Ski Schools hit their peak, with 100 buses coming to Snoqualmie Pass and another 100 at Stevens Pass on a Saturday, besides the other areas. Since commercial buses were in short supply, buses were brought in from other states to cover the load. Naturally, it became necessary that the buses be used 3 or 4 days a week to cover the cost, creating midweek ski schools as well. Area ski schools and private schools all worked cooperatively with 12 to 18 different ski schools operating in each of the Seattle region ski areas.

During this shortage, Jean Tokareff of the Edmonds Ski School appealed to their School Board to use their school buses, citing that skiing was a legitimate sport as much as basketball

and football, which also required transportation elsewhere. She convinced the Washington State Legislature to adopt a law allowing school districts to use their school buses to transport their students. The request was approved and opened the door to other school districts to do the same, and the bus shortage subsided.

Mass Ski School Memories

Jean Tokareff describes how the Edmonds School District 15 started its ski school program.

We went to Webb Moffett and asked him about having a ski school at Snoqualmie. He was enthusiastic and offered a guarantee dollar loss, a bonus of \$10 per bus and free lunches for the instructors. We then presented the plan to the Superintendent of Edmonds Schools. Our committee would offer Junior High students 9 days of ski lessons for a tuition of \$2.75 per day to Snoqualmie Ski Area, using 2 Suburban Transportation buses at \$75.00 per day. Jim Whittaker of Mt. Everest fame would direct the instruction at a salary of \$160.00 for 9 days. The plan was then presented to the 3-member School Board and it was approved for one year.

When we arrived at Snoqualmie opening day in 1956, we stepped off the bus into about 4 feet of soft new snow. There were no "hill packers" or "snow pushers" in those days so Jim Whittaker, the Ski School Director, rounded up the kids, chaperones and other instructors, Co-Director John Hansen, Rudy "Bud" Holt and Al Swenson, and side-stepped up a slope; moved forward one ski length and side-stepped down; repeated until half an acre was packed down. This was lesson #1. Jim told the kids to laugh when they fell down, that falling down taught them how to get up - lesson #2, and Jim flipped and sprawled, all 7 feet of him, in a mock fall demonstration. Every one laughed and forgot how wet they were.

All other days were sunny. On the last day, elections were held on the morning buses for a Ski King and a Ski Queen. The winners were duly crowned on a snow throne. The chaperones organized a picnic lunch for everyone. Awards for proficiency were presented to each student and chaperone. The most coveted award for Best Achievement was Jim's trophy - a gilded upside down Sierra Cup, topped with a funnel, and appropriately engraved.

Re-thinking "first day," Jim Whittaker told of instructing the 10th Mountain troops in Colorado. When there was no snow, they practiced on straw. Thus the concept of "Dryland" sessions was born. From then on, prior to the start of the ski school lessons, a dryland session was held to acquaint the students with their equipment, how to get in and out of their bindings, fall down and get up, turn around, and walk on the skis, thus saving valuable time on the mountain.

75 students attended that first year at Snoqualmie when District 15 first started. The second year, the school moved to Stevens. By 1969-70, the school had grown to 1500 students and 67 instructors with 47 substitute teachers.

Talk about family. After Jim Whittaker climbed Mt. Everest in 1963, the students sent him a congratulatory telegram with 3 feet of signatures. The whole school, students, chaperones and instructors went to the SeaTac Airport to welcome him home with an arch of ski poles!

Seattle High School Ski Racing

Peter Birkeland tells of the Seattle High School ski racing program during the '50s.

The races were held at Snoqualmie Pass and Ski Acres, and many were put on by the Seattle High School Ski Council. Seattle Ski Club members were helpful in teaching us how to race both alpine and cross-country - as well as jump. They also helped in other ways - setting courses, timing, and putting on awards ceremonies. Many skiers also entered races put on by the free ski schools of the Seattle Times and Seattle Post-Intelligencer.

The year culminated in the All-City Championships. The boys' races were 4-Way (not mandatory to do all 4) and the girls raced alpine. We learned and competed on the jump

behind the Seattle Ski Club. The cross-country course went through the woods between the ski club, Beaver Lake and Ski Acres. Cross-country racers commonly raced in sweat pants and used old downhill skis cut to a narrower width.

There were other popular races for the high school skiers. One was put on by the U. of W. Beta Theta Pi Fraternity and called the Beta Cup. First run in 1950, it was held at Stevens Pass, attracted skiers from northwest states, and was billed as the Northwest Championships. Another favorite was the International High School race at Rosslund, B.C., where Seattle area racers did quite well. Still another highly competitive race was the Junior Division of the Stevens Standard races, put on by the Penguin Ski Club. Many of these high school racers, boys and girls, went on to race at the college level.

Bill Me Nabb: About the Junior Ski Race at Brundage Mt., McCall, Idaho in the mid '60s.

The ski bus was full of aspiring young racers - 12 to 18 years of age - along with several race parents and officials. It was to be a downhill race with two days of training before the two days of scored competition. After the first day of training, the racers occupied themselves with a friendly soccer game, studying (?), and even one small group shooting pool in an area adjacent to the dining room across the street from our hotel.

On the trip over, one of the chaperones/officials laid down the law regarding bedtime curfew. ALL RACERS WOULD BE IN BED BY 9:00 P. M. - ABSOLUTELY NO EXCEPTIONS! Any racer not in bed by 9 o'clock would not be allowed to race the next day! This was not a difficult rule as everyone was pretty tired and most welcomed the bedtime.

This particular evening, several of the parents and officials were having dinner in the dining room about 8 o'clock. During dinner, we were aware that some of the older Juniors were shooting pool at the pool table nearby.

We noticed that the group playing pool got a little smaller near the curfew hour. By 8:45 they were down to 2 competitive racers, one of whom seemed to be keeping a close eye on the officials nearby, and vice-versa. In fact the official who had made the announcement on the bus was getting quite nervous because the now lone pool player was still at the table at 5 minutes to nine -It looked as if he planned to call my bluff!

At one minute to nine, we both left - the Big Gun stood up and started for the hotel. He was passed in a flash by the racer who arrived at the hotel mere seconds ahead.

The official went directly to this particular racer's room, knocked on the door, opened it - and was greeted by the rascal who had blankets up to his neck and said drowsily -"Hey, can't a guy get any sleep around here?" - He did very well in the race the next day.

Back in 1966, the Junior Chamber of Commerce sponsored the Junior Alpine Championships. Phil Mahre had won for the Juniors east of the Cascades and Dave Lucas had won for the west side. They rode the train back to Minnesota with their coach for the Junior Nationals. A phone call home said it all. "But there is no snow! The whole mountain is nothing but ice! You can see plants growing under the ice!" Needless to say, the two aspiring racers did not win that day on the mountain. Later, Phil and his twin brother, Steve, were to bring home Olympic medals for America and Dave went on to become President of PSIA -NW.

In 1995, there were 108 sponsors of ski schools in the Seattle ski areas alone, with 80 Member Ski Schools, 343 fully Certified, 379 Associate and 698 Registered instructors. And all the schools went to Snoqualmie Pass, Crystal Mt., Stevens Pass, Ski Acres, Alpentel and Hyak. Later, the classifications were changed to Level I for Registered, Level II for Associate and Level III for Certified.

The Seattle Times



Upper: The Seattle Times Ski School operated out of Milwaukee Railroad cars the first winter after the Ski Bowl Lodge burned down.
Cartoon by Jack Winter - Seattle Times in 1949

Lower: Seattle Times and P-I Ski School instructors at Snoqualmie Pass in 1951.
The Times instructors are in front and the P-I instructors in the rear.



QUEUES OF SKIERS. One half of them beginners, line up at six tows at Snoqualmie, Wash.

NEW SIGHTS ON SLOPES

Resorts add fancy touches
to handle swarms of skiers

In midwinter, snow-heaped mountains in the U.S. were crawling with hordes of new skiers and the skiers themselves were seeing new sights on the slopes. To handle the army of skiing Americans that was passing last year's record 3.5 million, slope operators were constructing luxurious lodges (pp. 98, 99) and higher-capacity lifts, were scientifically grooming trails and pitting snow on usually bare slopes (p. 101). But the skiers themselves were spending more time getting up to the top than sliding down to the bottom. And as the peak late-February season approached, the question was where all the skiers would find room to ski.

1954 *Courtesy Life Magazine.*

Snoqualmie Pass and the tow lines made Life magazine in 1954

NEW SKI AREAS DEVELOP

Ski Acres

In 1948, Reider Ray Tanner and Dan Dearing bought some land just east of Snoqualmie Pass and developed Ski Acres. In need of financial support and chair lift experience, they arranged with Don Adams and Bruce Kehr of Stevens Pass to install and operate the first single chair in Washington in 1949. A Quonset hut was the first Day Lodge, although shortly afterwards, a 3-story lodge was built. Other chairs were installed as the years went by, giving skiers a great variety of slopes. Ray invited ski schools to teach in his area and many schools made Ski Acres their permanent home. When the Ski Bowl Lodge burned down in 1949, the Seattle Times Ski School moved to Ski Acres until the mid '50s when other ski schools took their place.

A parcel of land was sold to a group of Seattle skiers who cooperatively built the Skier's Inc. Ski Club. The Tanners and Dealing were original members. The Lodge is still there and used by current members.

*Ski Acres, Snoqualmie Pass and Stevens Pass had another thing in common.
All their wives were named Virginia! Ray and Virginia Tanner, Webb and
Virginia Moffett, and Bruce and Virginia Kehr.*

Ski Acres Memories:

Joy Lucas: A little 6-year-old girl had taken lessons on the ski ramp and this was her first time on real snow. I was told she was ready for the hill and was able to make turns. We got off at the top of the beginner's chair and I asked her to make a couple of turns so I could see how she skied. She made the turns and suddenly shot straight down hill, gaining speed. She was heading straight for the building at the bottom. I took off, trying to catch her, telling her to "Turn up hill - steer up hill!" Finally she turned and came to a stop. I asked her what happened ... her answer...!" only made a couple of turns like you said. When I was on the ramp, it always took me back up the hill when I stopped turning." Ah, the lesson of gravity! And another lesson learned by her instructor.

I was teaching a large class of beginners who were deaf. They were learning to get the feel of movement by pushing out their heels, and then run their skis parallel. I used hand movements to aid in describing what to do. Without thinking, I spread my hands apart to widen their skis - Imagine my surprise to see them spread their TIPS! Laughing, I shook my head, grabbed my hands and widened my elbows, looking more like a bird flapping its wings. Everyone understood and the day was saved - We all had a good laugh afterwards.

White Pass

White Pass became the first new ski area in Washington in 1955, developed by the American River skiers out of Yakima to supply the skiers' demands. When the Cayuse Highway was opened for winter driving, Seattle skiers flocked to its fine powder snow, long runs and big chairlift. Nelson Bennett, famed Sun Valley and 1960 Olympic official, was Area Manager. Dave Mahre Mountain Manager. Marcel Schuster and Glen Young were the first ski school directors, then Ed Stanfield.

The company was very poor and Nelson Bennett had to fight for every piece of equipment. They packed the trails on skis and sometimes on foot. There were 3 rope tows and one used Poma lift. Teaching was a chore because they had to shovel snow or work on the hill from daylight to 10 a.m., then taught a few students, and go back to shoveling snow. Employees worked wherever they were needed. They built two ski lodges, one circus tent and a condominium village. They also built two chairlifts over the years.

In the later '60s. two French instructors came to the White Pass Ski School, Loulou Kneubuhler and Loic David. They took the twin sons of the Mountain Manager under their wings and worked with their skiing. The world knows them as Olympic medal winners Phil and Steve Mahre.

Hyak

After the Milwaukee Ski Bowl Lodge burned down in 1949, Pete Seibert, who later developed Vail, came out here to investigate buying the old Ski Bowl property. He decided on Vail and told his friend, Skip Voorhees of Aspen, Colorado, about the area. Skip was interested and leased the property from the Milwaukee Railroad to develop the Hyak Ski Area, later buying the property. This gave them private lands to sell for private lodges. The railroad required them to build a 20-foot fence all along the property line so people would not be able to cross the tracks.

They put in 2 Poma lifts which were built on flat cars in Seattle and were to be brought up by train when there was a huge flood, washing out the Snoqualmie Highway and part of the railroad tracks. The Railroad needed a big bulldozer, which Voorhees had, so they negotiated to allow the Milwaukee to use the bulldozer to finish their line if the railroad would bring the lifts on the first run out. They did and Hyak was able to open on Christmas Day, 1959. The Poma lifts proved to be temperamental and they later were replaced by a chair lift. Hyak was plagued for a few years with poor snow conditions and the area was sold to a group of Seattle investors in 1962.

A few years after the area changed hands, the chairlift malfunctioned, allowing the chairs to slip backwards down the mountain. The lift was repaired and the area has operated as usual ever since. In the '80s, the area was bought out by the Moffetts, who also bought Ski Acres and Alpentel for The Pass complex, which was to be sold two more times.

Crystal Mt.

When the War ended, a small group of Seattle and Tacoma business people, including Mel Borgersen, Mary Griggs of Tacoma, Don Amick, Bill Black, John Mullhollan, and Walt Little, a civil engineer from the Mountaineers, explored and researched for an area outside Rainier National Park that would provide the fine skiing they had experienced at Rainier, Cayuse and Chinook. They located the dead-end valley at Crystal Mt., a high area with a stunning view of Mt. Rainier from the top. It had a great variety of long, steep slopes and excellent snow conditions.

Granted a 30-year permit from the Forest Service, the group formed a corporation and sold stock. Skiers from Seattle and Tacoma responded and the area was opened for the 1962-63 season.

Crystal Mt. became the first new destination resort in Washington, with some condos, lodges, and restaurants, but it was limited in base expansion because of Forest Service regulations, as other NW areas were. Mel Borgersen became the first Area Manager, eventually followed by Ed Link, both well-known Washington skiers. Don Christianson was the Mountain Manager and Jack Nagel, former Olympic racer from Stevens Pass, the first Ski School Director.

Crystal's slopes are respected worldwide, with their well-planned runs and fine slope grooming. It has hosted many National and FIS races as well as the National Masters race in 1976, which was chaired by Tom Allen. Many ski schools operated at Crystal Mountain, the same as other ski areas.

In 1997, in a sale approved by more than 90 percent of its shareholders, Crystal chose to become a part of Boyne USA, which agreed to invest a minimum of \$15 million in capital improvements on the mountain, including \$8 million of that in the first five years. And for those long-time Crystal shareholders who selected the option, lift privileges for them were to continue under the new Boyne ownership.

Crystal Mt. Memories:

In 1964, the PNSIA Symposium was held at Crystal Mt. On Saturday night, there was a grand theft! Instructors had lined their skis up in the hall outside their rooms, as the rooms were small and every bed was filled. About 5 a.m., one of the instructors came to bed after partying and saw some guys carrying an armload of skis out to a waiting truck! He started yelling to wake up the rest of the people. The fellows in the truck took off and that was the end of the skis. There were no phones in yet, so there was no way to alert anyone at the bottom of the road. There must have been 50 pairs of top-level skis taken that night. You can bet the phones were in the next year - plus a Sheriff.

For much of its first 10 years, Crystal played host to many of the great names in international ski racing: Jean-Claude Killy, Karl Schranz, Annemarie Proell, Billy Kidd, Jimmie Heuga, Nancy Greene, Bernhard Russi, Stein Eriksen and more. Crowds turned out to see the return of the Silver Skis races as well as two national alpine championships, two major international events including a 1972 World Cup weekend, an NCAA national championship, and a 1966 summer race camp guided by Eriksen and Jack Nagel.

Alpentel

Bob Mickelson of Edelweiss Ski Company conceived, planned and developed Alpentel in the '60s as a mountain ski community, with private condos and chalets. Its close proximity to Seattle, and more expert terrain, made it a popular ski area and it soon took its place among the rest of the ski areas as a winter, as well as a summer, vacationing community. Swiss instructor, Rene Moser, was the first ski school director.

In the '80s, Snoqualmie Pass purchased the Ski Acres and Alpentel ski areas and in the early '90s, bought Hyak, forming the present ski complex of The Pass, which was subsequently sold as a complete four-area package.

Schweitzer Basin

This area is near Sand Point, Idaho, and overlooks Lake Pend Oreille. This beautifully situated area, with its huge bowls, began in 1963-64. Al Voltz was the first ski school director and later, Paul Norum. In the '70s some condominiums and a small lodge were built at its base. In 1990, the name was changed to Schweitzer Mountain. The addition of a number of condos, a Day Lodge and a large inn transformed the area to destination caliber. Along with new high speed lifts, they opened up the back bowls, doubling the size of the original area.

Schweitzer Memories:

In 1991, a different happening occurred at the Schweitzer Symposium. That morning I had called their "800" number, only to hear a frantic, "What do you want?" Obviously, something was wrong. I asked him what was the matter. In a panicky voice, he answered, "THE ROAD JUST WASHED OUT!" A sudden, heavy rain deluged the area and most of the Symposium participants were trapped on the mountain. Schweitzer was the perfect host while snowcats cut a new road around the washout to let people get off the mountain. What excitement!

Mission Ridge

Growth in the '60s led to replacing the Squilchuck State Park with facilities at higher elevation and with more consistent snow. While Dan Gehringer favored the Stemilt area, the Hampton brothers, Wilmer and Walt, saw the possibilities of the Squilchuck headwaters offering more vertical drop. Wilmer Hampton, a Class A jumper, did most of the leg work, and his work persuaded a committee of local businessmen that this was the right location.

A local businessmen's committee with Don Kirby, Archie Rolfs, Clair Vandervort and Wilfred Woods, joined with two dozen others to form the Wenatchee Mountain Corporation in the mid '60s, selling half a million dollars worth of stock. The County Commissioners and the Wenatchee National Forest Supervisor, Ken Blair, cooperated in building five miles of road. An SBA loan was secured and a lodge and two chairlifts were built to open skiing in December 1966. Don Kirby became the president of the corporation, which he led for many years.

Wilmer Hampton died suddenly, less than a year before the Mission Ridge Ski Area opened. His brother, Walt, a downhill racer and engineer, became the first manager of the area and Gordon West was the director of the ski school. The first year was such a success that a third chairlift was installed the second year.

When Mission opened, Wenatchee Valley College cooperated to offer ski area management and instruction courses. The Mission Ridge Racing Academy was formed for high school and college age students, who combined school with ski race training. Students came from all over the country for this specialized program that taught all phases of ski instruction and ski area operation.

After a disastrous snow year in 1976, Mission Ridge became one of the pioneers in "farming snow," taking snow from the edges of the runs and pushing it into well-skied areas and packing it down. Later, most ski areas did this to make the snow last longer. After Walt Hampton died in the early '80s, West was named area manager.

A series of poor snow years in the late 1980s resulted in the Mission Ridge board replacing West with Larry Klaas, a real estate developer who had moved to Wenatchee. Klaas's analysis showed the board that the best alternative would be to sell the corporation. Donn Etherington and Mac McInnis of Seattle offered to take over the corporation for a cash purchase, plus skiing privileges for each share of stock worth \$1.00. The stock holders accepted the terms and the new group began operating in the winter of 1992-93. Harbor Properties bought out the majority interest in 1997 and sold the property to Larry Scrivanich of Seattle in 2004. He put in a quad high speed chair and a new reservoir on top the mountain for complete snowmaking in 2005.

Mt. Hood Meadows

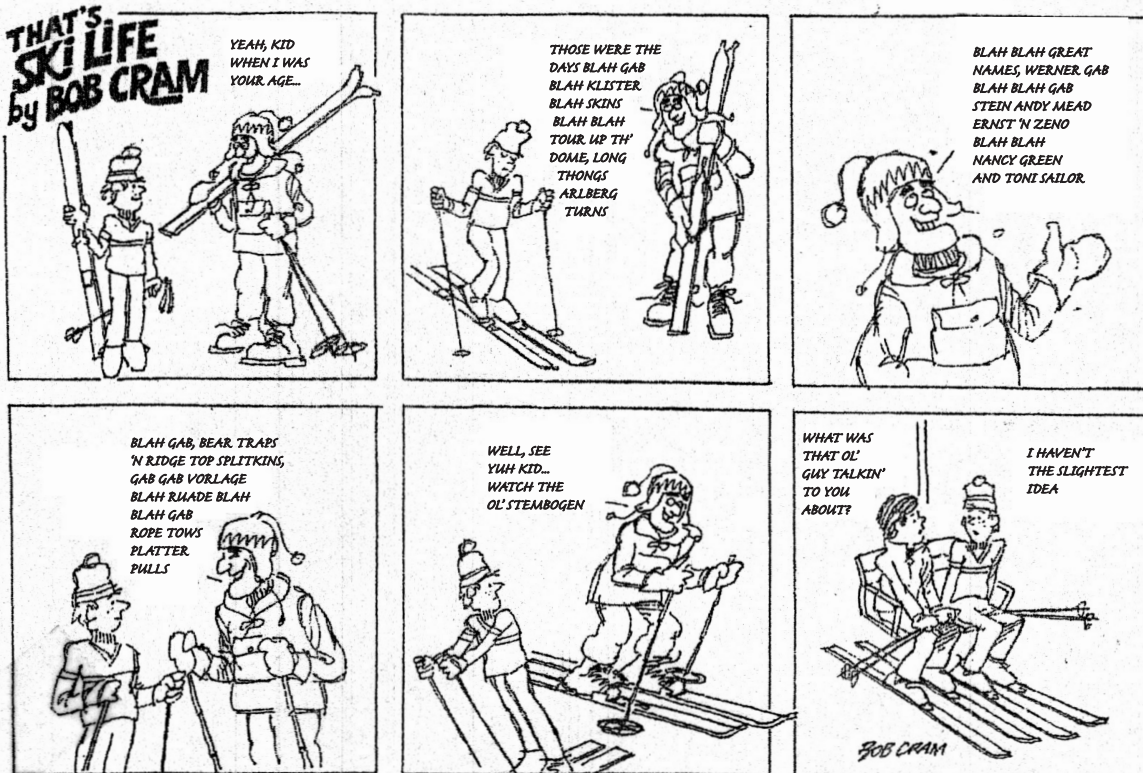
The newest ski area on Mt. Hood was the Meadows, built in 1967. It was built on the Hood River side and provided challenging and tree-protected runs on the mountain. While Meadows, too, tried to get lodging facilities, they had to depend upon Hood River and Government Camp for their lodging. Austrian racer Eric Sailer was the first ski school director. He was followed by Rene Farwig, who was the lone member of the Bolivian Olympic Ski team in 1960. Rene later moved to Canada and was in charge of the ski hill at the Calgary Winter Olympics.

49° North

In late 1972, Forty Nine Degrees North, near Spokane and just east of the town of Chewelah, was opened in its present location. Al Voltz, former PNSIA President and PSIA Demo Team member, was the first Area Manager. Drawing on a local skiing heritage that extended back into the 1930s, the area began developing ski terrain on Chewelah Peak and adjacent to it -- clearing runs, building lifts and a lodge, and adding amenities.

49° North Memories

It was here that the first and only Indoor Certification Exam was held. In the morning, the winds came up in hurricane strength. The Associate groups went out on the wide lower slopes to conduct their classes in the bitter cold wind and snow. Every couple of minutes, the wind would swoop down and blow the entire class across the hill. Skiers kept a constant stream of hot coffee going for the poor candidates and examiners. The full Certified groups took off for the top of the mountain, but as they got there, trees and big branches were falling all around them. It was so dangerous that everyone had to join hands and ski down together to keep from getting lost or injured. No one could ski alone. By the time they got down, it was decided that anyone who skied that run and got off the mountain passed their skiing test. The rest of the day all classes were spent indoors with dry land teaching and oral exams. What a day to remember!



Skiing Continues to Grow

The Skiing Boom

As Webb Moffett and Bruce Kehr so aptly stated, skiing and ski areas were never the same after chairlifts began to develop. No longer were ski areas able to start on a shoestring with a few hundred dollars. The days of the sleeping bags and rope tows were gone forever. Chair lifts, big lodges, sewers, electricity, parking lots and grooming were also needed if a ski area was to succeed.

Skiing became fashionable and skiers demanded more and better amenities. The new lifts and lodges took money, lots of money. Few areas were able to grow on their own. The areas looked to the banks and the public to supply the needed funds, and many were the skiers who jumped on the stock bandwagon. Ski areas were "big business," no longer just little family areas. They had to compete for the new breed of skiers with more expectations, demand, and money to spend.

Where other ski regions catered to the vacationers, the Pacific Northwest developed for the weekenders. With the ski areas being so close to the large populations of Seattle, Tacoma, Everett, Portland and Spokane, skiers didn't need to save their skiing for vacations. They went every weekend. Ski lessons became a weekly occurrence - each weekend throughout the season. With better roads, skiers could drive to any area within an hour and a half - so the multitudes drove to the mountains or rode ski school buses for their lessons.

The big destination areas could not understand how ski instructors could be qualified teachers when they taught only a couple of days a week – calling them the “weekend warriors.” However, what was different about our region was that instructors out here tended to have careers in all walks of life, engineering, medical, law, teaching, etc. and taught on weekends because they loved the sport and loved teaching skiing. They had nothing to prove but were willing to give of themselves. PNSIA brought in the best teachers from around the country and the world, and our instructors became some of the most respected and coveted teachers in the country.

PNSA and PNSIA Move to Seattle

By 1958, the ski instructors left PNSA and formed their own organization. (PNSIA) Sue Draper, who was the Secretary for PNSA, continued to do the administrative work for both organizations in Yakima until she retired in 1969. PNSIA President Bill Lenihan asked Joy Lucas if she would be Executive Secretary for the fledgling PNSIA since she had been doing the Symposiums for them since 1960. The PNSA office was moved to Seattle and both organizations shared an apartment office overlooking the SeaTac Airport.

It was the beginning days of the computer. Only big corporations were able to afford them. PNSA rented time at an IBM machine in a downtown Seattle office - so every Monday night someone would stay up all night recording the weekend races. But we were up to date!

We had a wonderful staff and got along well together. However, in a couple of years we found ourselves bursting at the seams. PNSIA felt we needed our own office, as we were sorely overcrowded with both organizations working in one office and needing the equipment at the same time. Graham Anderson of PNSA, Tina Rieman, Kathy Hand and I found a complex that satisfied us and PNSIA proceeded to move in - and have remained in that building ever since.

The Officials, Competitors and Ski Patrol

The Pacific Northwest skiers proved themselves leaders in many national and international areas. In 1956-57, the Stevens Pass Ski Patrol was awarded the most outstanding Ski Patrol in the nation.

In 1959, Otto Ross, from Orondo, was chosen by the Stevens Pass Patrol to represent the Northwest to go to Squaw Valley to prove to the International Committee that a volunteer patrol could handle the first aid and patrol for the upcoming 1960 Winter Olympic Games. The Patrol boot-packed, ski-packed and slipped courses under the guidance of Nelson Bennett (Otto also rescued a stranded sheep from the top of Squaw Peak) and learned how to handle the "Aukia" toboggan as a team as well as patrol and handle first aid. There were 45 of these skiers from around the nation.

In 1960, Otto was invited by the International Olympic Committee to do the Patrol for the Squaw Valley Olympics - that year, their numbers rose to 75 patrollers and 10 doctors. He was privileged to be in the honor guard escorting Andy Mead Lawrence with the Olympic flame skiing down Little Papoose Peak to the Olympic Arena where she handed it off to skater Kenneth Henry who lit the torch for the Games.

Many Pacific Northwest Ski Association (PNSA) members were National as well as Olympic race officials and judges, like Ed Link, Gus Raaum, Olav Ulland and Walt Hampton. Nelson Bennett was Hill Manager for the Squaw Valley Winter Olympics in 1960. We had our share of Olympic medal winners as well, from Gretchen Fraser to Bill Johnson, Phil and Steve Mahre and Debbie Armstrong, along with many others who were National Champions in their discipline. To learn more about these outstanding skiers, be sure to read about them in the Hall of Fame section.

.. You Know You Are an Ancient Skier .. If...



You know what the "Ruade" is and who invented it.

TALES OF THE BROTHERHOOD

Do You Remember?

- Beartrap bindings • Arlberg straps • Seal skins, Klister and Skaare wax • War surplus skis and clothing • Wide floppy pants and leather laced boots • Skis that reached up to the palm of the hand • Climbing up the mountains to get one or two runs down in a day • Getting up at 4 in the morning and driving for hours to ski for one day and loving every minute of it • Riding in Ernie Garman's truck to Stevens Pass?

- **The newspapers listing the ski injuries in the papers every Monday • The smell of Fastski base lacquers, wet wool and leather gloves • Riding the Ski Train to the Milwaukee Ski Bowl • The Times Free Ski School • Going skiing during the War when every rider contributed a gas coupon for gas • Going skiing and knowing everyone on the hill?**

- Packing the hills and getting a free lift ticket • The rope tows lifting you off the snow on Big Chief • Riding the Alta Vista rope • The 4-Way tournaments • The Silver Skis Race • The Olympic Jumping Tryouts at the Ski Bowl • Wrapping your long thongs around your boots?

- **Running your first "Big" Ski Race • The Poma Lift and T-Bar • The first chair lifts • Fighting the T-Bar • The Slush Cup at Mt. Baker • Spring skiing on the east side of Chinook Pass • The Spring Ski Carnivals at the end of the ski year • The Stevens Pass Hans Grage Memorial Race?**

Ah . . . Memories!

To win a giant slalom by having the best time is to be expected - to win one with the slowest is incredible; but Ariel Edmiston's wife, Helen, won a Montana State race at Logan Pass in Glacier National Park in June, 1941 - in just that way.

As the racers all climbed to the top of the course at the base of Mt. Clemons, the fog came in thick, wet and cold. By the time she was to start, she was almost frozen. With the "5-4-3-2-1 GO!" she pushed off into the dense fog and started hollering, "Where are you, gate # 1?" "Here, come this way." "Which way is the next gate? Where are you gate # 2?" etc. - etc. - etc. to the finish line where she heard no rousing cheer - only a timer's voice, "We could have timed her with an eight-day clock!" She took off her skis and headed for the portable wood stove that had been set up for warming racers in a tent near the finish line. Her husband, Ariel, tried to console her when the members of the race committee entered the tent. They were carrying a beautiful, tall, slim, gold First Place Trophy, which they presented to her! WOW, she had won. She couldn't believe it, but it was true - - reason: She was the only one to have gone through all of the gates. Every other racer had missed at least one in the fog. So the moral of this story is that the race isn't over until the prizes are presented!

Looking back, it is amazing how fast people learned to ski with those soft leather boots and long skis in only a one-hour lesson. Everyone learned to make snowplow turns, even kick turns - swinging their skis around, That is not done any more on the first day.

The only groomed slopes we knew those days came from side-stepping the hills to pack them out. Everyone was expected to do his share of the packing and when anyone did not do it, he was stopped from riding the rope until he packed. Many were the young kids who grew up packing the hills to get their \$1.00 all-day rope ticket.

Riding rope tows became an art. When light, young gals rode the steep slopes, they would be lifted a couple of feet off the snow unless they rode right in behind a strong man who could hold the rope down. Then, when you got to the top, you had to let go fast, swing the skis

sideways, dig the edges in and pray you wouldn't slip! You could smell the gloves burning, the ropes went so fast. Some skiers had hinged grippers tied to a belt, that grabbed the rope, and you leaned back against the belt to pull you up. You had to quickly flip it open at the top to release it so you were free. This was a real boon as your arms got so tired trying to hang on all day long. When a rope wore out and broke, everyone fell off and the lift would be down for an hour or so while the rope was spliced together.

Riding rope tows in the spring was a mess. The ropes would drip constantly and leave a white residue on your clothing. Some skiers wore a rubber apron to protect their ski clothes.

Girls with long hair had to be careful because the twisting rope would grab their hair and lift them off the ground toward the wheel. Many was the time an instructor would have to talk the rider down to ease her fear while the tow was stopped and backed down so she could get loose.

The day of grass planting and hill shaping had not come yet, and it took a great deal of snow to cover the bushes and smooth out the runs. Parts of the hills would wash out every time it rained. During the years, areas began to divert or cover creeks, along with cutting bushes and planting grass to allow the areas to open earlier and smooth out the runs.

The Northwest's liquid powder didn't dampen the spirits of skiers those days. Everyone had rain gear of some kind: plastic-coated raincoats, oilskins or simply big plastic garbage sacks-and they continued to ski.

Irv Pratt: The old Municipal Hill at Snoqualmie Pass ... The Seattle Ski Club, Sahalie Ski Club, Mountaineers, Summit Inn ... the trip through Renton, Issaquah, Preston, Fall City, Snoqualmie, North Bend, Camp Mason, High Valley to the Summit ... two thousand people at Beaver Lake to watch the Ruud Brothers, Olav Ulland, Hjalmar Hvam, etc. jump ... Torger Togle jumping 302 feet at the Hostmark Hill at the Ski Bowl ... coming down the narrow trail from Beaver Lake on 7-1/2 foot jumping skis ... the old cabins at Paradise ... coming up the hill from Narada Falls every Friday night with flashlights and packs ... cooking hot dogs for dinner in Tatoosh Lodge with two wires, one in each end, then plugged into the outlet ... the smell of soup and toast in the hall, with no-cooking signs posted all over the lobby ... finding one's way back to your bunk on Saturday night after the dance...the run down Devil's Dip on Sunday night ... standing on Alta Vista in wind and cold waiting for your race number to come up, and wondering, "What am I doing here?" ... the Spring Carnivals, Silver Skis Weekend, the four-in-one races ...joining the Penguin Ski Club in 1937 and starting the cabin at Stevens Pass in 1939 ... team races at Stevens, and the Spring Carnival, rivalry with the Wenatchee Ski Club ... the lodge burning down racing in downhill and slalom in the four-way national meet at Baker.. . jumping at Razor Back Hill at Baker.. . the Golden Rose race from Crater Rock on Mt.Hood ... These are all wonderful memories because I was fortunate enough to be included with a great group of people, who are affectionately called, "The Ancient Skiers."

Dr. Don (Doc) Hanson, a Seattle dentist and devoted skier, lived in a houseboat at Madison Park on Lake Washington before the War, known as "Goonville." A revolving group of bachelor skiers belonging to the Washington Ski Club shared the facilities with him - Don Fraser, Max Sarchett, Jim Lucas and Orville Borgersen, the official photographer for the 1936 Winter Olympics. They were among the first water skiers as well as skiers. It was a ritual for them to dive into the lake every morning for a whole year! No wonder they were hardy souls.

Remember when every skier attended the ski shows, even before the war? The lineups to get in would reach around the block. It was a sure meeting place to see your ski friends as the season drew near. Cities always started off the ski season with a Ski Show. Seattle had one

before WW II in the old Ice Arena. A big indoor jump was built with the in-run starting outside a high window. It was very spectacular to watch. The only thing, the hill was covered with graphite to slide easily and everyone was covered with black dust. The next time, they used shaved ice and that was much cleaner!

In the '50s, there were many "Ski Bums," skiers who lived out of their old cars and traveled the ski areas - and lived on peanut butter sandwiches, crackers and ketchup. They delighted to wear jeans and rag-tag clothes, looking like hicks from the country, and then out-ski everyone else on the hill. (Of course they always had the best in skis and boots) Warren Miller, of ski movie fame, proudly remembers his ski bum days when he got his start.

When Willa Hiltner's children were little, they took their first ski lessons from John Hansen in the Ski Laufer Ski School at Stevens. She and her daughters later became instructors and her son, Walt, became one of the first freestyle skiers. He and his buddies built a high slide out into Lake Washington in Laurelhurst so they could practice their tricks. He remembers the shock coming home from school one day to find his mother skiing down the ramp! Later, she climbed Mt. Rainier for her daughter's wedding at the summit. After many years as a widow, she married John O'Conner and taught him how to ski at age 78. Willa and John skied free all over the world for the next decade, a benefit of Willa's status as a "ski writer." Her children said it took a strong man to marry their mother.

Each ski country touted their techniques as the best to encourage tourism in their countries. One could watch the skiers and tell where they learned to ski. There was the Austrian Arlberg, the French Projection Circulaire, the Swiss counterrotation - Those at Stevens Pass skied like Jack Nagel. The Sun Valley teachers all skied the classical. Then came the American technique - Oh, the rigidity of it all!

The skiers naturally broke into groups - the racers, the instructors, ski patrol and the recreational skiers. The racers thought the instructors were always trying to "look perfect." Racers knew more about skiing because they could ski faster than the instructors. The instructors, likewise, thought the racers needed to learn more how to control their skiing. They felt they needed more understanding of the fundamentals of skiing. This continued until the late '70s and '80s, when instructors and racers combined to work the Race Camps. By the '80s, there was little difference in style - it was economy of motion for the best results. Look at the Olympics of today. All the racers from all countries looked alike!

No history would be complete without the hilarious story of the chartered air flight to the PNSIA Symposium at Boise in 1972. First, let's explain a few things. These members were very dignified. There were officers, examiners, members alike, attending the first Symposium at Bogus Basin. So many were coming from Seattle that a plane was chartered to fly them to Boise. It cost \$39.00 round trip. It was a Champagne flight and everyone was feeling happy. When they arrived, they loaded the bus for the hotel. I was at the hotel waiting for their arrival when suddenly I got a phone call. It was the driver of the bus. It seemed that somebody hijacked his bus and left him standing in the middle of the road! What? I looked out the window just as the bus arrived with its effervescent load. When the happy gang piled out I was told that they got tired of waiting for the driver to take off, so one of the group got into the driver's seat and drove

the bus himself. Tina Rieman's newsletter said it all: "At the banquet, a special certificate of merit, signed by President Fred Nelson and a Mr. D.B. Cooper, was presented to the driver for "outstanding bus handling above and beyond the call of duty."

Note: D.B. Cooper had recently hijacked an airplane and escaped with half a million dollars by jumping out of the plane. Neither he nor the money was ever found.

When it came time to load the plane on Sunday night, they had to wait until after all the scheduled flights had left. These dignified, straight-laced adults decided they had to keep busy. Tina Rieman thought of an ice hockey and curling game, so they took brooms and banged ice cubes down the big new waiting room into a garbage can. The goalie pushed himself around in a wheelchair, protecting the goal. Teenagers looked on in shock as their parents cavorted in the airport. When it was time to leave, everyone helped clean up the wet mess. The man at the desk told us not to worry, that the room had to be mopped at the end of the day anyway. He said he never had so much fun as watching these grown-up teachers feel free to enjoy themselves.

You Know You Are An Ancient Skier. . If. . .

- . . You can finish the phrase, "Bend zee knees, please."*
- . . Your ski pants had a 36-inch knee.*
- . . You know the only husband and wife to win the Pacific Northwest Downhill and Slalom championships in the same area.*
- . . You were at the first Slush Cup at Mt Baker.*
- . . You shopped at REI when it was located next to the Mountaineer's Club Room.*
- . . You skied during World War II by pooling gas coupons.*



You still paint the bottoms of your skis with green stuff called "Faski"

The Innovators

The Ancient Skiers were innovators as well as outdoors people. While women were racers in other regions, they were only accepted as baby-sitters when it came to teaching skiing. Out here, women were accepted to teach alongside men right from the beginning, so it was no big deal when Joy Lucas took her Certification exam in 1941. Joy relates:

“Another gal took the test with me. She was so tanned, she HAD to be from Sun Valley - and freaked me out. Sun Valley skiers were Gods. How could I pass against her? Luckily, she took her turn ahead of me, and was only an intermediate skier - Wow - I was freed - I made no mistakes and passed that exam, but if she had been a good skier, I know I would have failed! I wasn't afraid of the Examiners - I was afraid of her!”

Leland Osborn was probably the truest legend. He was 13 the first time he put on a pair of skis in 1904 in Michigan. When he first came to Walla Walla in about 1920 and went out skiing, no one knew what skis were. All the kids and dogs chased after him so much he took to skiing at night so they wouldn't bother him.

He began teaching at Tollgate and, later, Spout Springs in 1938. He was first Certified in the second examination at the Ski Bowl in 1940, when he was 50 years old. He was the oldest candidate and rather looked down upon by the younger skiers who felt he was too old to be a ski instructor. When Re-Certification was done in 1962, Leland's full Certification was taken away from him and he was given the Associate classification, again because of his age. He was 72. When he was 84, PNSIA gave him back his full Certification and he was acclaimed Instructor emeritus of the ski teaching world. He certainly deserved it.

In the '60s, he was on the national television show *What's My Line* and skunked the panel in trying to identify him. No one thought of him as a ski instructor.

He received the Instructor of the Year award in 1980, when he was 90 years old! Leland taught until he was 99! Not only did he teach Alpine and Nordic skiing, but he also taught exercises for skiing at the YMCA until his mid '90s. He and his wife passed away just before they were 100 years old.

In 1963 the first Amputee Clinic and Exam in the country were held on Mt. Hood. Lee Perry of Portland developed the first Amputee Teaching Manual and exam and became the first Examiner. Lee and his instructors built the out-riggers with old ski tips to enable the amputees to use them in their skiing.

When Lee Perry was a schoolboy, a friend taught him to ski. Years later, the friend became an amputee. Lee was unhappy having to leave his old buddy home every weekend when he went to the mountains so he invented the three-trak method and taught his friend how to ski on one leg, returning the favor from years ago. He and members of the Portland Jaycees made the first out-riggers in a machine shop with tips of old skis. The experience started Lee on his skiing career specialty - working with the handicapped. He has taught people with almost every conceivable type of handicap and won national acclaim from the National Handicapped Program Committee and delivered several papers on the subject at national meetings.

Ome Daiber became a Mountaineer before 1925. He made the first climbs of six different routes on Mt. Rainier in 1931. As a member of the Geographic Expedition, he made the first ascent of Pinnacle Peak in the St. Elias Range in Alaska, as well as being consultant, advisor and outfitter for many Himalayan and Karakoram expeditions. He was one of the 3 founders of the Mountain Rescue Council in 1948 and worked for both the American 10th Mountain Division and the Royal Canadian Air Force on survival skills.

In 1972, the first cross-country exam in the U.S. was held in the Pacific Northwest. The first Examiners were Jack Meissner, John Bowerman, Per Otto Mellberg, Ray Witcher from Oregon, Liv (Vagners) Nurman, Tina Rieman and Karl Stingl from Washington. Shortly after, Tina Rieman and Liv traveled to other divisions to set up their certification programs and train their examiners as well.

The first Freestyle exam in the country was held in 1975, with John Mohan and Walt Hiltner being the first Examiners. John Mohan and Walt Hiltner published the first book on freestyle, *Freestyle Skiing - The Fundamentals*, in 1976. Walt later moved to Sidney, Australia, and became the National FIS Representative.

The North American Ski Instructor's Congress was held at Vail in 1970, with representative teams from each division. The several hundred attendees lined the course with a reviewing stand at the bottom where the dignitaries and spokesmen stood with their loudspeakers. At the top of the hill was a big cornice that hid the very top. The divisional teams gave their demonstrations, very proper and dignified.

The PNSIA performance was last. Our spokesman, Bill Lenihan, introduced each member as he came down. "Our first member of the PNSIA Team is Eddie Ferguson of Boise." Eddie didn't show. Again, "Eddie Ferguson," Still no Eddie. "Eddie, where are you?" Suddenly, Eddie exploded off the cornice, dressed in striped, bibbed overalls. He landed 50 feet down the hill and did a couple of shoulder rolls. Everyone thought he had killed himself in the fall. Eddie rolled up and finished the run doing every imaginable trick in the book. By the time he finished, the audience was screaming in excitement. Next, came our PNSIA Team doing beautiful, flowing turns down the hill in unison, not in the normal mechanical and forced skiing of the day. Again, loud applause.

The last act was Loulou Kneubuhlar, a young French instructor who taught at White Pass, a flawless and spectacularly fluid skier. Loulou came down through the bumps so smoothly and rhythmically, like water flowing down the mountain. He could carry a glass of water on his head without spilling a drop. When he reached the reviewing stand, he neatly jumped out of his boots. Lenore Lyle caught them as he jauntily stepped aside. He had skied that whole mogul run with his boots unbuckled! Needless to say the audience was in awe and gave him a tremendous ovation. PNSIA had turned skiing around in those few short demonstrations.

Several PSIA-NW women ski school directors were attending the National PSIA Race Camp at Timberline in 1981. A prominent Northeastern ski coach approached the group and asked where they skied. When they told him they directed BIG schools with more than 100 instructors, he about died!

Many women have been directing ski schools out here for years. Doris Harlacher, Lou Lenihan, Lenore Lyle, Wilma Weckwerth, Maxine Daniels, Julie Fiorini, Kathy Hand, Jean Lyon, Shirley Fopp, Sharon Arwine, Evie Parcels, Irene La Marche, Jean Tokareff, Joy Lucas, and Deb Norum. We had women's coaches, too, with Ingrid Simonson and Claudia Ney Yamamoto - plus Nordic directors Mia Barbera, Susan Hagmeier, Shelly Butler and Virginia Meissner. Dee Byrne, Director of Skiing for Vail in 2006, is a former PSIA-NW gal from Wenatchee. Then, too, Lenore Lyle became the first woman, nationally, to become President of PNSIA, a division of the Professional Ski Instructors of America (PSIA).

Doris Harlacher was one of the first women elected to the PNSIA Board of Directors. In addition to Level III Certification, she also was a Certified Racing Official, Certified Timer, Chief of Course and Race Referee. For over 30 years, she pioneered ski instruction for developmentally disabled children with the Bellevue Ski School. She has been a leader in

bringing up to speed the instruction for coaches in the Special Olympics and worked with the Bellevue Parks Department Highland Community Center to raise funds and develop a program to train skiers to represent East King County for the 1996 Olympic Games.

At Snoqualmie Summit, Ski-For-All was begun in the early '80s as a non-profit ski school that encompassed all types of disabilities. Certified Instructors Dolly and Hugh Armstrong, parents of Debbie Armstrong, Olympic Giant Slalom champion, became directors and did much to develop the program.

The Northwest had its share of manufacturing innovators. Bill Kirschner, starting in a metal shed on Vashon Island, making dog cages and animal splints, boats and a lettuce-wrapping machine, invented the first commercially viable fiberglass ski and founded K2 Corporation, which became the largest ski manufacturer in the country. K2 skis became national icons, with their trademark red, white and blue graphics, ridden to victory by world-class ski champions and Olympic medalists.

Gary Carter, a Certified instructor from the Ski Bowl on Mt. Hood, invented the "Jet Stick" in the early '70s. This "stick" was put into the back of a ski boot so that the user could better perform "Jet Turns", a method of turning the skis from the tails while the tips floated in air.

While teaching at the Ski Bowl, Gary served on the PSIA-NW Board of Directors and was an Examiner in this Division. Many hours and days were spent helping people improve their skills and enjoyment of skiing. He always knew what equipment would be best for each individual and usually had extra gear in his truck that he willingly shared. It was amazing and such fun to be able to "test" three different kinds of skis in one day. You really could tell a difference in them. "Fun" was always a part of Gary's days at the mountain. "Worm Rolls," "Jet Turns," "Outriggers," "Tip Drags," and "Tip Stands" were a part of his everyday life on the snow. The maneuvers were done with grace and skill in every motion. And he can still do these same turns today!

To avoid confusion concerning Gary Carter's "Jet Stick," it should be noted that former Olympian Jack Nagel and his co-developers, including Mike Freigang, Rich Steen, and Brent Gray, introduced "Jet Stix" in 1970. They filed for a patent, subsequently approved, in August; made an introductory offer to professional instructors and coaches in the fall; launched publicity efforts in ski media; and began selling to the skiing public

Attached by single straps, the shaped Jet Stix fit tightly against the back of boots and extended several inches above. Jet Stix were touted as an aid in the performance of modern ski techniques of the time, yet without restricting forward movement. The rigid thermoplastic back-of-the-boot support became a hot item for many skiers until boot manufacturers ultimately made major changes to their designs.

To show how old ski instructors (and Ancient Skiers) never die - The PSIA-NW Instructors Spring Symposium was held at Mission Ridge in 2006. Otto Ross (an Ancient Skier and French Ski School graduate) and Bob Church, each 80 years old, were still regularly teaching ski classes four days a week. Both of them were Certified right after World War II. Otto was the Certification Chairman under PNSA in 1954. They are some of the most sought after teachers in the school. Andre Hirss, Chris Thompson, Al Voltz and Gordy West were teaching the Legends classes. (for those who have taught for more than 30 years.) They are in their '60s and early '70s and can still ski the young ones into the ground! When they were asked if they were Ancient Skiers, they all said the same thing - "We'd love to when we retire, but we still are teaching as long as the areas are running."

During the Sun Valley Reunion in January 2006, the travel columnist for the Wall Street Journal was a guest of the Sun Valley Inn. She described herself as the "Finicky Traveler." She asked for the best room available and was given a \$436 per night parlor suite in the Inn. The Inn refurbishing two years prior was described by her as the "overall effect of strictly a chain hotel with no special touches." She went on dissing all Sun Valley Inn and hotel facilities. She thought the picture of Gretchen Fraser in Gretchen's Restaurant was Carol Holding and was bored by it.

But when she entered the Inn, she commented, "The only people in the lobby were a group of wet but cheerful senior citizens on their way back from the swimming pool - members of the Ancient Skiers Club, in town for their annual visit."

In closing she wrote, "As for the Sun Valley Resort, the only thing missed were the members of the Ancient Skiers Club. They really livened up the place."

Old Skiers Never Die... They just....

As the Ancient Skiers aged, the NASTAR, Seniors and Masters Racing developed regionally as well as nationally and internationally. Many of our members participated in these events, winning their share of the awards. Other Ancient Skiers continued teaching skiing and working with PNSA and the Ski Patrol for more than 50 years. The following members continued to stay active in skiing.

B Jo and Tom Allen of Seattle have skied and raced since the '30s. Tom was a member of the Roosevelt High School Ski Team during 1934-38 and helped them win the All-City meet in 1939. Ran the Junior Silver Skis. He raced from 1970 to 1995 in class at PNSA SL and GS races at Sun Valley, Waterville Valley, Alyeska, Copper Mt., Deer Valley and Crystal Mt.

B Jo Allen was a member of the PNSA Masters Race Team for National Masters at Alyeska. Together, she and Tom won 14-plus NASTAR medal, including 10 gold from Sun Valley, Crystal Mt., Vail, Park City and Beaver Creek.

Wolf Bauer, Seattle, an internationally recognized engineer, broke trail for the first Mountaineers Patrol Race from Snoqualmie Pass to Stampede Pass in 1930. In 1936, he led his team in this 18-mile cross-country race to a 4-hour record, which has never been broken. In February 2006, Wolf reviewed the race for 14 skiers who toured the historical trip. Wolf was winner in many ski races.

Franz Gabl, Bellingham, was a Silver Medal winner in the 1948 Olympics. In Europe in the '70s and '80s, he traveled the European circuit with Ed Link and Chris Berg and they all won more than their share of the trophies. In the U.S. and Europe, he may be the winningest (Senior, Veteran or Master) skier of all time with a score or more of U.S. National races during the same period. When he was Ski School Director at Mt. Baker, Franz started the Ski to Sea program of skiing, canoeing and bicycling from Mt. Baker to the Sound in 1973. In 2003, he was the Grand Marshal for the International program with 73 teams and 4 events. This has grown to be the biggest outdoor competitive activity event in Skagit County with 500 teams and 7 legs in 2006.

John Hansen taught his first ski lessons for the University of Washington physical education classes in 1945 at the Husky Winter Sports area at Martin near Stampede Pass. He was Technical Director for Jim Whittaker and Edmonds District 15 before starting the Ski Laufer Ski School at Stevens in 1957. He directed the Ski Laufer Ski School until 1986, when he moved to Sun Valley and taught there for 17 years.

B. Mary Ingster, Oswego, Oregon, won the National Masters Combined in 2002 and the International FIS Masters Combined in 2005.

Peter Kennedy, Seattle, and sister, Karol (deceased) won the Pairs Skating World Championships in 1950 and the Silver Medal in the 1952 Olympics. He later won a number of Pacific Northwest (PNSA) ski races.

Larry Linnane and **Joy Lucas** both passed their Ski Instructor Certifications before World War II - Larry in 1940 and Joy in 1941. Larry still goes up on the bus to Stevens with his Ski Klases Ski School and the last time Joy skied was on her 86th birthday.

Otto Ross was PNSA Certification Chairman, served on the Ski Patrol for the 1960 Olympics at Squaw Valley, a graduate of the French Ski School, and still actively teaching skiing 4 days a week at age 80.

Chuck Welsh, Seattle, Northwest Museum and Hall of Fame board member, was one of the first-skiers to ski down from the top of Mt. Rainier in 1948.

Lois Woodward, of Walden, N.Y., won the FIS National Masters Championship Cup in 2003, 2005 and 2006 for her age group.

John Woodward, also of Walden, was a member of the University of Washington Ski Team in the 1930s. He has won innumerable National Championships. In 2003, he won the FIS Masters Cup which had over 300 international competitors. In 2003, 2004, 2005 and 2006, he won the Combined National Masters Races. He is the world's oldest and fastest ski racer, at aged 90, as of 2006. Even USSA created a new class for him and another 90 year old, Bill Disbro.

We can be proud of our Ancient Skiers! Inspirations to us all! Their open mindedness and freedom made skiing a way of life. Many made their mark nationally as well as in the Olympics. They didn't just close up shop when they reached 60 - they stayed with it, served it, raced with it, and taught it. They patrolled it, served their country in the Mountain Troops, raced in NASTAR and the Masters, and are still skiing up a storm into their '80s and even '90s.

The original area operators developed their ski areas from Mom and Pop areas operating on a shoestring - from rope tows and warming huts to modern chairs and fine facilities. By the time they retired, skiing was big business and national corporations bought them out. Where before all segments of the operation, from area employees, ski schools, ski patrols to management and their customers had grown up together and cooperated as a family, ski areas and skiing itself evolved. It was natural that the closeness and need for each other changed as well. We shared in the camaraderie of ski clubs, competing in all levels of racing, serving our injured fellow skiers, as well as teaching them and skiing with them. That brought us life-long friendships. The warm, fuzzy memories are ours forever. The Ancient Skiers were a part of it all. We look back with pride and enjoyment that we lived, skied and participated in the Golden Years of Skiing.

What a Way to Live! Ski Heil!

OLDEST SKI RACER IN THE WORLD

John Woodward doesn't sound like the world's oldest ski racer on the phone, nor does he act like it when he's in the gates. The 90-year-old Woodward is still as sharp as a well-tuned slalom ski and every bit as agile.

Woodward estimates he's been skiing for about 75 years now and racing for nearly as long. "I started racing in 1931 or '32," said Woodward, who grew up in the Pacific Northwest. "It was the Olympic trials on Mount Rainier where I finished fifth."

Masters ski racing caught his attention in the 1950s, but he didn't hit the circuit full-time for another 20 years. "When I retired at about 70, I started in again, and I've never stopped."

Woodward splits his time between his home along the Hudson River in New York and a winter residence in Arizona, from where he and his wife, Lois, travel the Far West masters circuit. Woodward says good genes and a good work ethic are the keys to his longevity. "I've got to give my ancestors credit," said Woodward, who then added with a laugh, "Luckily, I still have my regular old knees and hips. Ski racing helps



Ski Racing - January, 2002

ANCIENT SKIERS BECOMES AN ORGANIZATION

The following is taken from minutes of the organization showing how it developed and the activities they participated in.

As a result of the first Ancient Skiers banquet in 1982, Irv Pratt, and some of his skiing buddies got together - The more they thought about it, the more they wanted an organization for old skiers and they decided to take the steps to make it official.

The first official meeting of the Ancient Skiers was held on April 21, 1986, with Irv Pratt, Mel Borgersen, Glenn Jones, Hal Smith and Robert St. Louis. Bob St. Louis presented the Articles of Incorporation, together with a certificate attesting to the incorporation of this non-profit corporation. The first officers of the organization were: Irv Pratt, President; Glenn Jones, Vice President; Robert St. Louis, Secretary; and Mel Borgersen, Treasurer.

The membership would be those people who attended that first banquet. It was passed that the \$5.00 dues, which they already paid, would constitute payment of their dues for the calendar year. At this time, they felt no need to raise the dues unless there was some special reason for accumulating additional funds.

The following year, it was decided to have a mandatory lifetime membership of \$50 because it was too cumbersome to be continually checking who had paid their dues.

Their mission was to hold events that would bring old ski friends together, such as the Sun Valley Reunion, a Paradise Clamfreeze, banquets, creation of a permanent Northwest Ski Museum for old ski equipment and other ski memorabilia, and a Northwest Ski Hall of Fame to recognize and honor those in this region who had contributed to the skiing scene in the Northwest. The honorees were to be from all sections of skiing, the racers, officials, instructors, ski patrol, cross-country, area operators, as well as ski equipment and clothing manufacturers.

The young Board began to make plans for future Ancient Skier events. First on the agenda was a second banquet planned for August 19, 1987. They would honor those skiers who had already been inducted into the National Ski Hall of Fame in Ishpeming, Mich., for their skiing exploits. They decided on Gretchen Kunigk Fraser, Don Fraser, Grace Carter Lindley, Otto Lang and Hjalmar Hvam.

In 1987, Irv stepped down as President and Glen Jones took his place. The next President was Mel Borgersen, then Jim Whitman, followed by Bob St. Louis, each of the original charter members serving his term as President.

Early on, Jim Whitman and Jack Schneider were added as board members. By 1991, the Board was enlarged to 8. Delight Mahalko became Treasurer and B Jo Allen became Secretary. In 1995, B Jo Allen, Bob Johnson, Betsy Withington and Gus Raaum were added to the Board and Delight Mahalko as Treasurer.

In 1990, the dues were raised to \$100.00 for lifetime memberships. The only limitation had been that the applicant had either participated in skiing prior to the commencement of World War II or was related to such a person. It was agreed that future applicants for membership must be at least 60 years of age and have skied primarily in the Northwest.

With the Sun Valley Reunions becoming so successful, the Board felt they were losing the closeness of the past and they had outgrown the facilities of the Valley where they could all

be together. Ideas were tossed to limit the membership to 400. 50% of the membership came to this event and 200 could be accommodated easily at most of their venues. In 1997, the big question arose whether to raise the membership to a total of 450 - or have a "No Limit." An article in the P-I that mentioned the Ancient Skiers brought 26 requests for membership. They didn't want to turn away people and they didn't want the group to turn into a "Last Man's Club." To better control the number of memberships to qualified skiers, they added the requirement for new members to be sponsored by an Ancient Skier.

On March 11, 1994, The Northwest Ski Museum and Hall of Fame was incorporated, making two separate organizations. It was made clear that the Ancient Skiers did not have administrative responsibilities over the Ski Museum and Hall of Fame. Only 3 members served on both boards, Irv Pratt, Gus Raaum and Bob St.Louis. This was not a majority for either Board.

In 2001, the Ancient Skiers Board decided any excess funds from the biennial banquets would be donated to the Northwest Ski Museum and that no Northwest Ski Museum funds would be used to finance the Ancient Skiers Association, to ensure the separation of both organizations' funds. They also passed to have the Northwest Ski Museum handle the banquets since any profits were always donated to the Museum anyway and this eliminated one more step.

In 1997, Irv Pratt requested the Board of the Ancient Skiers to make him Chairman of the Board. After much discussion, the Ancient Skiers By-Laws were amended to show Irv as Founder of Ancient Skiers: "In recognition of his work in creating and building the Ancient Skiers Association, Irv Pratt is hereby designated Founder of the Association."

When Bob St. Louis passed away in 1998, B Jo Allen moved from Vice President to President of the Ancient Skiers and was then elected to a four-year term in 1999. With the membership growing, it was time to become more organized and the organization run more by Robert's Rules. In 2001, an amendment was added to the By-Laws to establish an elected Board of Directors. (*The Ancient Skiers Board first appointed friends, and, when one retired, they appointed another.*) B Jo Allen retired from the board in 2003 and John Hansen was elected President.

The Ancient Skiers Board clarified that the Sun Valley "restricted funds" were an accumulation of the modest surpluses accumulated over the years from the Sun Valley reunions. The Sun Valley Committee oversees the use of these funds and uses them in connection with the Sun Valley Reunion events.

By 2001, the membership had risen to 509. The need for an accurate and up-to-date membership arose when it was found non-members were signing up for the Sun Valley Ancient Skier week because of the discounted price. A "code" system was enacted to assure their valid membership and added the requirement for new members to be sponsored by a current Ancient Skier, plus be a member by November of the year prior. In an effort to assure a more up-to-date membership base, the Board obtained a permanent P.O. Box, convenient to both the Secretary and Treasurer and for all Ancient Skier business.

While newsletters were mailed out sporadically in the past, the board decided a regular Ancient Skier Newsletter would be mailed 4 times a year. Both Ancient Skiers and Northwest Ski Museum and Hall of Fame would contribute to the news, which would be approved by Ancient Skiers officers prior to printing. Joy Lucas was appointed Newsletter Editor. In 2005, Tina Rieman became co-editor.

The Ancient Skiers membership has continued to grow. The organization has stood the test of time. It is well run and financially sound. As original members are lost, skiers from a new generation, many who have skied and taught for more than 40 years, become eligible to become Ancient Skiers too and are welcomed. (John Woodward's daughter, Wendy, became age-eligible and joined the Ancient Skiers so she no longer has to be her Dad's guest, much to John's chagrin.)

As with all organizations, there were times when there were growing pains as new problems and situations occurred. The Ancient Skiers went through the same things. They were lucky to have so many dedicated and knowledgeable people who worked the things through for the best for all.

What a wonderful heritage to carry on. What the Ancient Skiers have made - let them continue!

Reunions

Sun Valley

The idea for a Sun Valley Reunion was born in 1983. A group of ski friends, including Jim and Myrtle Whitman, Don and Betty Amick, Hank and Elsie Seidelhuber, Irv Pratt and others, were over at the Valley and remembering the fine time everyone had at the banquet the year before. Bill Clifford, Sun Valley Winter Reservations Chief, suggested having the group come to the Valley the first week in January as that was the slowest week during the winter, and he could arrange special rates of half-price rooms and \$30.00 for a 5-day lift passes for the group. The first official Sun Valley Reunion was held the first week in January 1985. In later years the week was moved to the last week in January as there was more assurance of good snow.

In the early years when the numbers at Sun Valley were around 50, members living in Sun Valley entertained them. Some of those were Don and Gretchen Fraser, John and Gloria Osberg, Randy and Norma Zimmer, Bob and Sally Behnke, Don and Nonie Hall, and Dave and Barbara Faires. As the numbers increased, fortunately the crop of people living in the Valley took over with events for the group that could not be handled in homes. Some of these were Ross and Corky Williams, Walt and Gevie Page, John and Helen Hansen, Joan and Bob Mickelson, and others.

As the Reunions became more popular, the committee grew to include: Walt and Gevie Page as Chairmen, Reid and Nancy Barker, Bob and Sally Behnke, Boots and Marci Blatt, Bob and Martha Cram, Bill and Eleanor Eul, Dave and Barb Faires, John and Helen Hansen, Lou and Jean Mackie, Ross and Glenda McLaughlin, Al and Barb McNicholl, Bob and Joan Mickelson, John and Gloria Osberg, Ted and Mona Preece, Leigh and Louise Rabel, John and Carla Williams, Ross and Corky Williams, and Dick Moulton and Patti Morrow.

Events planned were a buffet supper at the American Legion Hall; Cross Country trip from the Sun Valley Nordic Center to Trail Creek Cabin for lunch; Ancient Skier Ski Race on Dollar Mt. (the Yarn Good Race); Ram Dinner; plus the big band and dinner dance the last night. The programs have continued close to the original set-up. Through the years, the Ancient Skiers Association has made donations toward the operation of the Ketchum-Sun Valley Historical Society's Ski and Heritage Museums as they have become a definite part of the Reunion events.

Each year, Ancient Skiers vied for the clever and unique trophies made by Al McNicholl, who took great joy in designing the trophies to be awarded at the Lodge Dinner to the winners of the races for the Hot Dog, Cross-country, Classic Skier, Cool Skier, Gracious Skier, Amiable Skier, Stylish Skier, Blythe Spirit, Non-Skier award and Aggressive Skier. Now, the Sun Valley Golden Sun Award created by Peter Wick is awarded to members with outstanding achievements.

By 1997, 173 Ancient Skiers attended the Sun Valley Reunion. Because Ancient Skiers week proved to be so successful, Sun Valley decided to offer a National Senior Ski Week for all seniors 60 and over the same time as our week. This would not detract from our reunion, but rather augment it with special rates and activities that Ancient Skiers could add to their own agenda.

In 1998, over 300 Ancient Skiers attended. The program changed to having the Sunday Reception and Registration at the Sun Valley Lodge. The Buffet Dinner Dance was held at Elkhorn Lodge on Tuesday, and the Dollar Mountain Race was set by John Hansen as Chief of Course. The Big Band Buffet Dinner Dance was held on Friday with a reserved section for Ancient Skiers.

In 1999, John and Kay Besterman took over the reins as chairmen. Ross Williams and John Hansen took on more responsibility with Walt Page aiding as needed to make the transition.

In 2001, 273 attended the annual event. John Hansen was made Chairman of the Sun Valley committee with Ross Williams and Jack Keeney. He served as Chair until he was elected President, though he worked closely with the committee.

2006 saw 350 skiers enjoying the Sun Valley Reunion. The committee grew even more: Ross and Glenda McLaughlin were Co-Chairs with their committee: Sally Behnke, Pat Berg, Buzz & Joanne Birkeland, Marci Blatt, Bob & Martha Cram, Bill & Eleanor Eul, Marlys & Len Gerber, John Hansen, George Kohn, Frank & Linda Leibly, Dick & Patti Moulton, Bob & Lynne Nicholson, Nick Parish and Sandy Bowman, Vicki Sutler, Bill Talbott, Solveig Thomson, Susan Thurston, and Anna Marie and Peter Wick.

While we couldn't find other results, here are a couple showing some results of the

January - 1997

Couples

1. Eloise Stevenson & Bill McNabb
2. Tom & B Jo Allen
3. Bob & Betsy Withington
4. Laila Lie & Gus Raam
5. Bob & Lynne Nicholson
6. Kay Haley & Harold Mathers

Yarn Good Races **January - 1998**

Couples

1. Bob & Sally Behnke
2. Boots & Marci Blatt
3. Bob & Martha Cram
4. Dave & Barbara Faires
5. John & Helen Hansen
6. Dick Moulton & Patti Morrow

Sun Valley Races - 2006:

Men's NASTAR: First, Daniel Deward - 2nd, Joe Crosson - 3rd, George Bailey

Women's NASTAR: First: Marlys Gerber - 2nd, Linda Orton - 3rd, Eloise Stevenson

Special Awards went to: Joan Meyer - Slickest Chick on Skinny Stix; Marr Mullen - Most Bionic Body Parts; Rees & Eloise Stevenson - Oldest Couple still Ski Racing; Doug Devin & Anni Gschwandler - Anni for Coming the Farthest Distance (Kitzbühl, Austria) and Doug for the Most Embarrassing Moment on Skis That Week; Dick Loudon - Saddest Injury Award.

Paradise Clamfreezes

The first Paradise get-together was held June 1-2, 1985, with 100 Ancient Skiers attending to help Otto Lang celebrate his 49th anniversary of his arrival in the Northwest. Just for old times sake, he was forerunner for the slalom course set by ex-Olympian Don Amick for the Ancient Skiers on the hill behind Paradise Lodge for the gathering.

More than 3 dozen Ancient Skiers, some of them wearing pre-World War II garb, sidestepped up the hill to make their runs. There were also cross-country and obstacle courses, with cups, plaques, and ribbons presented at the evening banquet.

Grace Carter Lindley, who represented America in the 1936 Olympics, came from Minneapolis with a huge scrapbook of clippings. Gretchen Fraser, who won an Olympic Gold medal in 1948, came from Sun Valley with her husband, Don, also a great skier of his time.

The second Paradise Clamfreeze was in May 1989 with another June 12, 1993, when 50 old skiers came to race and visit. The events were discontinued after that as the Company was not interested enough to work with the Ancient Skiers.

The Biennial Banquets

The biennial banquets continued to be a great success, each year having from 250 to 350 people to attend the festivities, first at the Double Tree Inn at Southcenter and later at the Meydenbauer Center in Bellevue. John Mullhollan, Tom Allen, Loody and Jean Christofero, Bob and Norma Johnson, Bob Pederson, Roy and Mari Bordner, Gus and Claire Raaum, Otto Lang, Al and Barb McNicholl, Jim Nussbaum and Gus Raaum helped organize the banquets for several years before adding Julie Fiorini, Carol Stori, and Bob Cram. Len Gerber took over the reins as chairman in 2004.

Gus Raaum and Bob Cram were the M.C.s to the delight of everyone. Besides honoring the Hall of Famers - old ski movies of Devil's Dip - Otto Lang - slides of Mt. Everest and Mt. McKinley, with Jim Whittaker - and films from Lowell Skoog and Warren Miller Films have all been a part of the programs. But always, the special time before the dinners was when old ski friends "mingled and mangled," revisiting the olden days. Long Live the Golden Years of Skiing.



The "80 and Over Club" was formed at the 1998 Banquet

Don & Betty Amick	Jack & Evie Kappler	Duncan Reid
Wolf Bauer	Jan Kiaer	Ruth Reynolds
Kjell Bakke	Hal Kinkade	Lonnie & Alice Robinson
Hans Bebie	Larry Linnane	Don Sandall
Bob Behnke	Walt Little	Milt Scarlatos
Bud Brady	Jim & Joy Lucas	Hank & Elsie Seidelhuber
Palmer Chambers	Tordis Mittet	Hank Simonson
Loody Christofero	Webb Moffett	Harold & Trudy Stack
Fran DeBruler	Wen Norquist	Rees Stevenson
Jack Diggs	Dee Molenaar	Karl Stingl
Don French	John Mulhollan	Bill Talbott
Buzz Fiorini	Jim Nussbaum	Wendy Troesper
Julie Fiorini	Willa & John O'Connor	Chuck Welsh
Martin & Shirley Fopp	Walt & Gevie Page	Stan White
Sam Fry	Bob Pederson	Jim Whitman
Borge Giese	Gerry Perry	Bob & Betsy Withington
Margaret Graham	Irv Pratt	Leighton Wood
Lou Grunwald	Harry Pruzan	John Woodward
Bob Johnson	Gus Raam	

Thanks to Sid Pinch, charter member, musical watches were presented at the banquet in 1998 to the following Ancient Skiers who were coaches, lettermen and University of Washington Ski Team Members.

Graham Anderson	Ole Lie	Harold Stack
Kjell Bakke	Ross McLaughlin	Bob St. Louis
Bob Behnke	Gordon Mills	Karl Stingl (Coach)
John Behnke	Walt Page	Rees Stevenson
Art Chetlain Jr.	Gustav Raurn	Bill Talbott
Jack Doctor	Leigh Rabel	Chuck Welsh
Dave Faires	Duncan Reid	Ross Williams
Jan Kiaer	Lonnie Robinson	Leighton Wood
Don French	Jack Schneider	John Woodward
Otto Lang (Coach)	Bob Smith	



You know that Stein is a skier as well as a vessel to hold beer.



Entrants in the Yarn Good Race at the 1992 Sun Valley Reunion



B Jo and Tom Allen with the Olympic Torch Bearer, Rod Tatsuno, in Sun Valley in 2002



Randy and Norma Zimmer entertained the Ancient Skiers at their home during the Sun Valley Reunion

The Northwest Ski Museum and Hall of Fame

By March of 1988, the Ancient Skiers organization had a charitable, non-profit status while the Northwest Ski Museum Hall of Fame had a 501(c)(3) tax-free, non-profit status so that tax deductible contributions could be accepted. Now, they could collect funds for the greatly desired Ski Museum. While now there were two organizations, both were under the umbrella of the Ancient Skiers. The Ancient Skiers handled the Sun Valley Reunions and other events while the Northwest Ski Museum and Hall of Fame searched for a suitable site for the Ski Museum and handled the induction of skiers to the Hall of Fame.

The first officers were: Irv Pratt, President; Loody Christofero, Vice President and Treasurer; Chuck Welsh, Secretary. The rest of the board consisted of Bob Pederson, Otto Lang, Dave Gossard and John Mulhollan.

In December 1987, the Moffetts donated space in the Forest Service building at the Summit, to start a ski museum. Plans were made to dedicate the museum during the 50th anniversary celebration of the Snoqualmie Pass Ski Area. The Ski Museum was opened Feb. 9, 1988, with a showing of 50 years of fashionable skiing. The Seattle Times offered free ski lift tickets in exchange for memorabilia which could be made a part of the Museum. However, in 1991, the Forest Service moved out and the displays were all removed, contrary to the agreement they had made with the Ancient Skiers.

Finding a permanent home for the ski memorabilia proved to be a daunting task, a task that was to go on through the years. Friends of Paradise were contacted to see if Paradise Lodge or Inn had been designated a historical monument, but this never came through. Research was made into the Nordic Museum and Museum of History and Industry, all to no avail. In the mean time, several temporary sites were used - The Sleeping Lady in Leavenworth and the Washington State Museum in Tacoma.

Other sites were researched. The Leavenworth Fire Station and Boehm's Candy in Issaquah were interested but they involved large sums of money to bring them to completion. It was felt the organization did not have the funds to build a site and maintain it on its own. Finally, in 2003, the new owners of Crystal Mt. accepted some of the ski equipment and made a fine display of old-time skis on the walls of the Day Lodge for all to see.

Below: Hjalmar Hvam's first handmade safety binding - displayed at Marymoor Park.



In 2014, a reorganization occurred where the Northwest Ski Museum in Leavenworth would establish the Ski Museum and manage the display of Hall of Fame Inductees and where the Ancient Skiers Association would be responsible for selection, election and induction of Hall of Fame nominees.

NORTHWEST SKI HALL OF FAME

In 1987, at the third Ancient Skiers' banquet, the first of the Northwest Legends of Skiing were honored. They all had been previously inducted in the National Ski Hall of Fame. In 1990 all the remaining Northwesterners in the National Ski Hall of Fame were inducted along with four others. Inductions take place at each Ancient Skiers biennial banquet. In February 2014 The Northwest Ski Museum and Hall of Fame opened the Northwest Ski Hall of Fame exhibit in Leavenworth in the Enzian Inn. If your travels take you through Leavenworth be sure to stop at Enzian Inn on the north side of Highway 2 in the middle of town. Below is our list of current Northwest Ski Hall of Fame Inductees. Their photos and bios are displayed at the exhibit. Also, visit the Ancient Skiers Association website at www.ancientskiers.com for photos and biographies of all the member inductees.

1987

Donald "Don" W. Fraser
Gretchen (Kunigk) Fraser
Hjalmer Hvam
Otto Lang
Grace (Carter) Lindley

1990

Graham S. Anderson
Debbie Armstrong
Hermod Bakke
Magnus Bakke
Christina "Kiki" Cutter
Walter "Walt" A. Hampton
John C. Jay
William "Bill" Johnson
Elvin Robert "Bob" Johnson
Jannette (Burr) (Bray) Johnson
Richard "Dick" Kohnstamm
Earle B. Little
Phil Mahre
Steve Mahre
Fred H. McNeil
Gustav Raaum
Lyle St. Louis
Dr. Merritt Stiles
Olav Ulland

1992

Nelson A. Bennett
Joy (Piles) Lucas
Webb Moffett
Karl Stingl

1994

Clarence F. "Buster" Campbell
Wolf G. Bauer
Shirley (McDonald) Fopp
Michael Joseph "Jim" Lucas
Elizabeth "Betsy" M. Withington

1996

Donald "Don" H. Amick
David "Dave" S. Faires
Sebastian "Buzz" L. & Julie Fiorini
Hazel Edward "Ed" Link

1998

J. Stanley DeBruler
Hans-Otto Giese
William "Bill" A. Healy, Jr.
Irving "Irv" H. Pratt
John B. Woodward

2000

Arthur "Art" J. Audett
Franz X. Gabl
Bruce Kehr
Jack E. Nagel

2002

Ivor John "Buss" Allsop
Donald "Don" Christianson
Leif Clarence Odmark
Hank & Elsie (Nelson) Seidelhuber

2004

Robert "Bob" W. Cram
Randall "Randy" W. Garretson
Robert "Bob" Eugene Mickelson
Robert "Bob" St. Louis

2006

Tom & Barbara Jo (Paxton) Allen
Ivar W. Birkeland, Sr.
Walter "Walt" B. Little
Shirley Delight (Scott) Mahalko

2008

William "Bill" J. McNabb
Otto Ross
Rees & Eloise (Mulhauser) Stevenson

2010

John Martin Hansen
Ross Perry Williams

2012

Kjell Magnus Bakke
Yoshiteda "Yosh" Nakagawa
Walter R. Taulbee

2014

Joe & Doris Harlacher
Wini Jones
Susie Corrock Luby
Jim Martinson

Ancient Skiers Officers and Directors

1986 - 1987

Pres. Irv Pratt
 V.P. Glenn Jones
 Secty. Robert St. Louis
 Treas. Mel Borgersen

1988 - 1989

Pres. Glenn Jones
 V.P. Jim Whitman
 Secty. Robert St. Louis
 Treas. Mel Borgersen

1990

Pres. Glenn Jones
 V.P. Robert St. Louis
 V.P. B Jo Allen
 Secty. Robert St. Louis
 Treas. Mel Borgersen
 Dirs. Jim Whitman
 Irv Pratt

1991

Pres. Glenn Jones
 V.P. Jim Whitman
 Secty. Robert St. Louis
 Treas. Mel Borgersen
 Dirs. Irv Pratt

1992

Pres. Mel Borgersen
 V.P. None
 Secty. B Jo Allen
 Treas. Delight Mahalko
 Dirs. Bob Johnson
 Glenn Jones
 Irv Pratt

1993

Pres. Jim Whitman
 V.P. Robert St. Louis
 Secty. B Jo Allen
 Treas. Delight Mahalko
 Dirs. Bob Johnson
 Glenn Jones
 Irv Pratt
 Mel Borgersen

1994 - 1995

Pres. Jim Whitman
 V.P. B Jo Allen
 Secty. Betsy Withington
 Treas. Delight Mahalko
 Dirs. Bob Johnson
 Glenn Jones
 Irv Pratt
 Mel Borgersen

1996 - 1997

Pres. Robert St. Louis
 V.P. B Jo Allen
 Secty. Betsy Withington
 Treas. Delight Mahalko
 Dirs. Bob Johnson
 Jim Whitman
 Irv Pratt
 Gus Raaum

1998

Pres. Robert St. Louis
 V.P. & B Jo Allen
 Pres. Betsy Withington
 Secty. Betsy Withington
 Treas. Delight Mahalko
 Dirs. Jim Whitman
 Irv Pratt
 Gus Raaum
 John Hansen

1999 - 2000 - 2001

Pres. B Jo Allen
 V.P. Gus Raaum
 Secty. Betsy Withington
 Treas. Delight Mahalko
 Dirs. John Hansen
 Irv Pratt
 Chuck Welsh
 Jim Whitman

2002 - 2003

Pres. B Jo Allen
 V.P. Robert St. Louis
 Secty. John Hansen
 Treas. Ed Taylor
 Dirs. Delight Mahalko
 Bob Albrecht
 Christine Marshall

2004 - 2005 - 2006

Pres. John Hansen
 V.P. Len Gerber
 Secty. Ed Taylor
 Treas. Delight Mahalko
 Dirs. Peggy Newsom
 Christine Marshall

2007 - 2008

Pres. John Hansen
 V.P. Len Gerber
 Secty. Ed Taylor
 Treas. Frank Leibly
 Dirs. Christine Marshall
 Peggy Newsom

2009

Pres. John Hansen
 V.P. Len Gerber
 Secty. Ed Taylor
 Treas. Frank Leibly
 Dirs. Mary Lynne Evans
 Peggy Newsom

2010 - 2011 - 2012

Pres. John Hansen
 V.P. Len Gerber
 Secty. Ed Taylor
 Treas. Frank Leibly
 Dirs. Mary Lynne Evans
 Richard Merritt

2013

Pres. John Hansen
 V.P. Ed Taylor
 Secty. Frank Leibly
 Treas. Tex Steere
 Dirs. Bill Price
 Mary Lynne Evans

2014

Pres. Bill Price
 V.P. Mary Lynne Evans
 Secty. Tex Steere
 Treas. Leland Rosenlund
 Dirs. Judy Sweeney
 Kirby Gilbert

Northwest Ski Museum and Hall of Fame Officers & Directors

The first officers were:

President	Irv Pratt
Vice Pres	Robert St. Louis
Secretary	Chuck Welsh
Treasurer	Loody Christofero
Directors	Dave Gossard
	Otto Lang
	John Mulhollan
	Bob Pederson

1997

President	Irv Pratt
Vice Pres	Gus Raaum
Secretary	Chuck Welsh
Treasurer	Graham Anderson
Directors	Bob Behnke
	Bob Johnson
	Robert St. Louis

1999

President	Irv Pratt
Vice Pres	Gus Raaum
Secretary	Chuck Welsh
Treasurer	Graham Anderson
Directors	Bob Behnke
	Bob Pederson
	Loody Chistofero

2001 -2006

President	Irv Pratt
V.P. & Treas.	Loody Chistofero
Secretary	Chuck Welsh
Board	Dave Gossard

What would an Ancient Skier history be without Gus Raaum's Ole and Lena Jokes?

Any time Gus got the podium at get-togethers such as the Ancient Skiers banquets and reunions, they were certain to hear a few like these.

- Ole and Lena got married and they headed for Everett, checked into a motel there, and went to bed. Ole leaned over and gave Lena a peck on her cheek. Then Lena said to Ole, "Now that we are married you can go further." So Ole got up and got dressed and they drove to Bellingham.

- When the Norwegian accidentally lost 50¢ in the outhouse, he immediately threw in his watch and billfold. He explained, "I'm not going down there for just 50 cents!"

- Two Norwegians from Minnesota went fishing in Canada and returned with only one fish. "The way I figure it, dat fish cost us \$400.00," said the first Norwegian. "Vell," said the other one, "at dat price it's a good ting we didn't catch any more."

- Olga talked to her friend, Lena, "My husband vent out for a loaf of bread six weeks ago and never returned. Vat should I do?" "I wouldn't wait any longer if I was you," said Lena, "I'd go get de bread myself."

- In Ballard, the homeowners discovered there were skunks in the basement. He asked his neighbor how to get rid of them. He was told to put lutefisk in the basement and he did and the skunks left. Then he had to figure out how to get rid of the Norwegians.

- A Norwegian went fishing and brought home 150 pounds of ice - and his wife damned near drowned trying to cook it.

- A rooster was walking past an Easter basket full of colored eggs and got so mad that he went over and beat the hell out of the Peacock.

- Ole and Knut were out on the lake fishing, and they were having pretty good luck. Ole said to Knut, "Vy don't you mark de spot so ve can find it tomorrow?" Later when they were tying the boat to the dock, Ole asked Knut, "Did you mark de spot like I told you?" "Ya," said Knut, and he pointed to a small "x" on the side of the boat, "You dummy," said Ole, "Vat if ve don't get de same boat tomorrow?"

- Ole and Knut were good friends. Ole moved out of town and got a job as a chauffeur for a rich lady. Knut went to visit Ole and he picked him up at the airport in a Rolls Royce. Knut asked Ole how he liked chauffeuring this car. Ole said, "I own this car now." "How is it possible?" asked Knut. "Vell," said Ole, "I drove this lady out to a picnic, and I laid out the blanket on the ground, and the rich lady took off all her clothes and told me I could have anything I wanted, so I took the Rolls Royce." "That was a good idea," said Knut, "because the clothes wouldn't have fit you anyway."

Skiers Loved to Sing!

Before and after World War II and before the arrival of tapes and CDs, skiers would crowd around lodge fireplaces and sing skiing songs, and they would do the same when driving back from the mountains. Here are some of those songs.

Penguin Ski Club Songs from 1939

Tune:

My Bonnie Lies Over the Ocean

I once took my wife to the mountain
She said she would learn how to ski
She thought the instructor was handsome
Oh, bring back my wifie to me.

Bring back, bring back,
Oh, bring back my wifie to me, to me
Bring back, bring back,
Oh, bring back my wifie to me.

The instructor said now you can christie
I started to schuss down the slope
He yelled as I started my christie
Oh, was that instructor a dope.

Bring back, bring back
Oh, bring back my christie to me, to me
Bring back, bring back,
Oh, bring back my christie to me.

I said to my friends in Hoboken
I'm off to the mountains to ski
And now that my ankle is broken
It's back to Hoboken for me,

Bring back, bring back,
Oh, bring back my ankle to me, to me
Bring back, bring back
Oh, bring back my ankle to me.

Tune:

Spring Time in the Rockies

When it's springtime in the mountains
That's where I long to be
Midst a host of friendly faces
That remain so clear to me
There's good fellowship and laughter
With a happy skiing throng
When it's ski time in the mountains
I know that's where I belong.

Tune:

That's Where My Money Goes

I know a gal, I do
Her name was Sloughfoot Sue
She's chief engineer in a shirttail laundry
Down by the riverside view.

Her shape was all she had
She had a face like a soft-shelled crab
She had a stiff upper lip like a rudder on a ship
By Gad, but she looked sad.

Chorus

That's where my money goes
To buy my baby clothes
I buy her every little thing
To keep her out of Walla Walla Walla
She wears my BVDs
I stand outside and freeze
Yea, Bo, that's where my money goes.

Tune:

Among My Souvenirs

There's nothing left of me
I'll never learn to ski
I fell and broke my knee
And tore off both my ears.
The thing I tried to do
Was follow after you
The things that I've been through
Will leave their scars for years.

A few more hairs are left
Upon my manly chest
Although I know the rest
Are gone forever.
Through wind or snow or rain
I'll try it once again
Cause I'm immune to pain
And I've been nuts for years.

Two Boards Upon Cold Powder Snow

A year may have more than one season.
But I can remember but one,
The time when the rivers are freezin'
And the mountains with whiteness are spun.
The snowflakes are falling so fast,
And winter has come now at last.

Chorus:

Two boards upon cold powder snow, Yo Ho!
What else need a man know?
Two boards upon cold powder snow, Yo Ho!
That's all need a man know.

Chorus:

The hiss of your skis is passion, you cannot imagine a spill,
When, Bang!, there's a goshawful gash in that smooth, shining track on the hill.
What's happened you cannot understand,
There's two splintered boards in your hand!

Chorus:

Two boards and some snow down your neck, Oh Heck!
Your boards are a heck of a wreck!
Two boards and some snow down your neck, Oh Heck!
Your boards are a heck of a wreck!

When Spring with its torrents and thunder, destroys winter's magic, O God,
The world and its spell that it's under, awakes to a nightmare of mud!
The skier all puffing and sweating,
Will climb any mountain and sing,

Chorus

Two boards upon cold powder snow, Yo, Ho,
The craziest song that I know,
Two boards upon cold powder snow, Yo, Ho,
The craziest song that I know.

I care not if government taxes take everything else that I own,
Just give me my boards and my waxes and I'm off to the mountains alone.
And if death finally takes me in spring,
Inscribe on my tomb what I sing,

Chorus:

Two boards upon cold powder snow, Yo Ho!
That's all a man need know,
Two boards upon cold powder snow, Yo Ho!
That's all a man need know!

The Arlberg Ski School Song

Oh, we're from the Arlberg Ski School,
An honorable clan are we,
We teach you to ski for a dollar,
For a dollar, we'll teach you to ski.
We press pants for fifty cents extra,
And throw in a ski school pin free.
Tra la, tra la, tra la, tra le
An honorable clan are we.

Oh, we're from the Arlberg ski school,
An honorable clan are we,
We'll iron out your faults for a dollar;
For a dollar we'll teach you to ski.
Pressed pants for fifty cents extra,
And throw in the ski school pin free—
And when you hear the cry slalom!
Dig down deep in your wallet;
Christies, stem turns, and tail waggin' too;
If you have a turn, we will call it.
Slalom, slalom, slalom, slalom.

Oh, we're from the Arlberg ski school,
An honorable clan are we,
We'll teach you to bend at the elbow,
But we're not so sharp at the knee.
And every night we drink gallons of beer,
To keep in condition you see—
And when you hear the cry slalom!
Rally 'round if you're able,
And if you find the beer's all gone,
You'll find us all under the table.
Slalom, slalom, slalom, slalom.

Snow Snake Song

There are systems and theories of skiing
But there's one thing I surely have found.
That skiing's confined to the winter time
While the drinking's good all the year 'round.

Chorus:
Walla, walla, walla,
Here's to the trail and the mountain top
And here's to the skier who dares,
But give me my glass and my bottle
To drive away all of my cares.

There are Christies, gelundesprungs and telemarks
And jump turns and mambos and such,
But these I'll leave to the kanonens*
Cause I like my drinking too much.

Chorus:
Walla, walla, walla,
Here's to the trail and the mountain top
And here's to the skier who dares,
But give me my glass and my bottle
To drive away all of my cares.

Each skier must dodge every tree he sees
And miss every rock in the trail,
But the thing I fear most is the heebie jeebies
And the snow snakes' loud hideous wait.

Chorus:
Walla, walla, walla,
Here's to the trail and the mountain top
And here's to the skier who dares,
But give me my glass and my bottle
To drive away all of my cares.

****Kanonen: an expert skier***

The Happy Wanderer

I love to go a-wandering along the mountain track,
And as I go I love to sing, my knapsack on my back.

Val-de-ri, Val-der-ra, Val-der-ra, ha ha ha ha ha.
Val-der-ri, my knapsack on my back.

I wave my hat to all I meet, and they wave back to me,
And blackbirds call so loud and sweet, from every
greenwood tree,

Vaf-der-ri, Val-der-ra, Val-der-ra, ha ha ha ha ha,
Val-de-ri, Val-der-ra, from every greenwood free.

Oh, may I go a-wandering, until the day I die
Oh, may I always laugh and sing, beneath God's
clear blue sky.

Val-der-ri, Val-der-ra, Val-der-ra, ha ha ha ha ha,
Val-der-ri, Val-der-ra, beneath God's clear blue sky.

Underneath the Takeoff

Underneath the takeoff every Sunday morn,
A jolly bunch of skiers come to jump and show
their form
Oh! The big and the small, the small and the big,
They all come dressed up in a skier's rig,
They jump until they're blue, and when they
are through,
The President pulls a string and they drop their
skis and sing:
Ja, ja vi skall ha – lutefisk og lefsa, lutefisk
og lefsa
Ja, ja vi skall ha – lutefisk og lefsa, og lefsa,
brenneven og snus.

And when the jumping's over and the day
is done,
They hurry from the mountain top to have
a little fun,
Oh! The small and big, and big and small
They congregate at Svenska Hall.
They drink a foaming brew, take on a rosy hue,
The President pulls the string and they blow
their foam and sing:
Ja, ja vi skall ha – lutefisk og lefsa, lutefisk
og lefsa
Ja, ja vi skall ha – lutefisk og lefsa, og lefsa,
brenneven og snus.

Alouette

Alouette, gentille Alouette
Alouette je te plumerai
Alouette, gentille Alouette
Alouette je te plumerai
Je te plumerai la tête
Je te plumerai la tête
Et la tête, Et la tête,
Alouette, Alouette
O-o-o-o-Oh
Alouette, gentille Alouette
Alouette je te plumerai

Manana

Oh, the rope tow she is busted,
the engine will not run,
The guests are all complaining at
missing all their fun.
They ask us when we'll fix it,
and we can only say:
"We fix it up Manana,
but we gotta ski today."

Manana, Manana, Manana is good enough for me.

The tows they are all finished,
they are frozen in the snow.
The chair lift, she's no function,
for why we do not know.
The guests are not complaining,
they do not give a hoot.
They're all down in Skykomish
a goin' on a toot.

Manana, Manana, Manana is good enough for me.

The customers are coming
all the way up here to ski,
Why the damn fools do it is
something we can't see.
It snows like hell all weekend,
'til the folks all go away,
Then skiing is just wonderful,
the sun shines everyday.

Manana, Manana, Manana is good enough for me.

Is Everybody Ready?

(Battle Hymn of the Republic)

Is everybody ready said the starter looking up,
Our hero feebly answered "yes"
and then we stood him up,
He jumped into his bindings but
one of them came unhooked.
Oh, he ain't going to race no more.

Chorus:

*Gory, gory what a hell of a way to die,
Gory, gory what a hell of a way to die,
Gory, gory what a hell of a way to die, and he
ain't going to race no more.*

He felt the wind upon his face,
he felt a hell of a drop,
He tried to stem, he tried to check,
and then he tried to stop.
There was a crash, a horrible gash,
a mighty flow of blood
Oh, he ain't going to race no more.

Chorus:

*Gory, gory what a hell of a way to die,
Gory, gory what a hell of a way to die,
Gory, gory what a hell of a way to die, and he
ain't going to race no more.*

There was blood upon the bindings,
there was blood upon his skis.
His intestines were a hanging from
the tallest of the trees.
They scraped him up from off the snow
and poured him from his boots,
Oh, he ain't going to ski no more.

Chorus:

*Gory, gory what a hell of a way to die,
Gory, gory what a hell of a way to die,
Gory, gory what a hell of a way to die, and he
ain't going to race no more.*

Ninety Pounds of Rucksack

(Bell Bottom Trousers)

(From the 10th Mountain Division)

Once there was a barmaid in a mountain inn,
T'was there she learned the wages of misery and sin.
Along came a skier fresh from off the slopes,
He ruined all her dreams and shattered all her hopes.

Chorus:

*Singing: "Ninety pounds of rucksack
A pound of grub or two
He'll schuss the mountains
Like his Daddy used to do."*

He asked her for a candle to light his way to bed.
He asked her for a kerchief to cover up his head.
And she being a foolish maid and thinking it no harm,
Jumped into the skier's sack to keep the skier warm.

Chorus:

*Singing: "Ninety pounds of rucksack
A pound of grub or two
He'll schuss the mountains
Like his Daddy used to do."*

Now early in the morning before the break of day,
He handed her a five-spot and with it he did say,
"Take this my darling, for the damage I have done...
Maybe you'll have a daughter, maybe you'll have a son.
Now if you have a daughter, bounce her on your knee
And if you have a son, send the bastard out to ski."

Chorus:

*Singing: "Ninety pounds of rucksack
A pound of grub or two
He'll schuss the mountains
Like his Daddy used to do."*

The moral of this story as you can plainly see,
Is never trust a skier an inch above your knee.
I trusted one and now look at me
I've got a bastard son in the Mountain Infantry.

Chorus:

*Singing: "Ninety pounds of rucksack
A pound of grub or two
He'll schuss the mountains
Like his Daddy used to do."*