

The Donner Summit

Heirloom



History and stories of the Donner Summit Historical Society and the most historically significant square mile in California.

January 2025 issue #197

The Sugar Bowl, Paradise for Winter Sports

"Hannes Schroll is his name, schuplattler, yodeler, personality guy and founder of the Sugar Bowl resort. He bawls at a quaking pupil that he skis like a dish of sauerkraut, but is secretly delighted to see those shoulders and hips really swing for the first time since the lesson began.

"A party arrives by motor sleigh from the Southern Pacific station at Norden, all worries left in car number 10 of train number 101; with no other prospects for the next ten days than tumbling around in powder snow, skating and reviving that summer tan. At night blue wine parties or moonlight ski trips will keep him from his bed long after the sandman has passed.

It is an exhilarating sport, a paradise for snow fiends.

"It is a wonderful enterprise this Sugar Bowl, and one which California winter-sports followers have been waiting patiently for these past three years."

John Wiley February 1940 *Ski Heil Magazine*

Sugar Bowl History

The [Heirloom](#) first approached the history of Sugar Bowl in 2009 which was the seventieth anniversary of Sugar Bowl. You may want to go back to the October – December '09 [Heirlooms](#). We've listed the 2009 articles here on the next page. We even designed a custom poster, right, in celebration of the anniversary.

Over the years we've touched on Sugar Bowl occasionally for which you can check our article index which is on each page of our website's [Heirloom](#) pages.

Then, in 2024 Sugar Bowl began a quest to gather up all the historical items Sugar Bowl and non-Sugar Bowl people might have. Eventually that led to Nick Chickering, son of one of the founding families of Sugar Bowl (and whose mother, Jean, was interviewed in the December, '09 [Heirloom](#) as the last surviving founder) to send the [Heirloom](#)'s editorial offices "Sugar Bowl 1940-1980" by Jon Wiley and Sherman Chickering (Nick's father and Jean's husband). Here, with some little editing to remove dated items or things today's readers might not care about (denoted by ellipses ...), is a good story and we thought an [Heirloom](#) would be a good landing spot to which we've added pictures of Sugar Bowl in the old days. To that we've added a little article about the actual opening of Sugar Bowl which came some weeks after the advertised opening.



SUGAR BOWL



Finding Your Way Through Donner Summit History

We're closing in on two hundred issues of the Heirloom: thousands of pages, thousands of pictures, and hundreds of subjects. You've probably begun to realize that you cannot keep all the history in your head. Even if you remember it all, retrieval is difficult.

Fortunately one of the choices we made back at the birth of the DSHS was to index all our Heirloom articles and pictures. We've diligently kept up the indices so that they are many pages long, full of alphabetized titles and subjects. Go to our website and to any of the Heirloom pages (one for each year) and you'll find links to the Heirloom indices.

One of the strengths of the DSHS is the incomparable historical photograph collection. The collection is thousands of pictures and again the sheer number makes finding anything in particular, difficult. Avoid the long URL by going to our website and clicking on the "photographs" link and then to the "historic photo collection link." A third link, to the Flickr URL will take you to those thousands of searchable historical photographs of Donner Summit. Have fun.

Sugar Bowl stories

Oct-Dec '09 Heirlooms

October:

Sugar Bowl, 1939
Hannes Schroll

November:

Bill Klein
Peter Picard
The First Chairlift in California, 1939
Hannes Schroll
Sugar Bowl Lodge

December:

Sugar Bowl Opens, 1939
Donner Summit, 1939
Sugar Bowl, California's Newest Ski Center, 1939
Sugar Bowl Founders, 1939
There at the Start – interview with Jean Chickering
Getting to Sugar Bowl, 1939
Sugar Bowl Scrapbook, 1939
Sugar Bowl Helps Capture a Spy
Silver Belt, 1939
Starr's Story – the Silver Belt

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Find us on the the DSHS YouTube channel <http://bit.ly/418lxN>

Find us on FaceBook where we place a new historical picture daily.



SUGAR BOWL 1940 to 1980

by John Wiley and Sherman Chickering

With grateful thanks to Nancy Bechtle, the authors of [Ski Down the Years](#), the editors of [Ski Magazine](#), our typist, Joanne Miller, and all the friends of Sugar Bowl without whose help this brief history would not have been possible.

First Edition December, 1979

"What I really feel is that, if on a pair of skis...
I forget everything except the joy of living...
well, why in God's name not stay on skis."

Viscount Anthony Knebworth in a letter to his father, the Earlof
Lytton. January 20, 1924.

During the twenties, often referred to as the "Roaring Twenties," when people danced to great tunes like 'Paddlin' Madeline Home,' 'Varsity Drag' and 'When My Baby Smiles at Me,' there were no ski resorts in California. A few sturdy souls, many from the San Francisco Bay Area such as the Sherman Chickering, Don and Jo Gregory, Harriet and Wellington Henderson, the Pischels and Osgood Hooker, to mention only a few, made their way to Soda Springs near Donner Summit, usually by train. In those days it was close to impossible to get into the snow at an elevation of 7,000 feet on U.S. Highway 40... Skis were of wood with no such features as steel edges. A toe strap and leather heel binding helped prevent a broken neck. Few skiers, if any, knew how to execute a turn, let alone the Arlberg technique. Dennis Jones [see the February '09 [Heirloom](#)], a member of the 1932 U.S. Olympic Ski Team, encouraged visitors to try turning, with only a modicum of success. His father, Oscar Jones, co-proprietor of the Soda Springs Hotel with his uncle, Herstle, awaited the return of their guests with stiff drinks and good food. It was all very novel and great fun.

By the mid 30's, North American ski fever in New England winter sports centers had invaded the West. Sun Valley, Idaho Mt. Hood, Washington, and Badger Pass in Yosemite had come into being. So it was that in the spring of 1935, Kurt Von Schuschnigg, Austrian Chancellor, selected dare-devil ski racing champion Hannes Schroll [see the October and November, '09 and December, '13 [Heirlooms](#)] to represent his country in the first F.I.S. (Federation International du Ski) Championship held on the Pacific Coast. Hannes came yodeling out of the cloud that had settled on the Mt. Rainier race course to win an easy first place [see page 21 for a great story]. Standing at the finish line were Don and Mary Tresidder. Both were ardent skiers. They had skied in Switzerland and Austria and were responsible for opening Badger Pass Lodge. They needed a colorful ski school director and the honor was pinned on Hannes.

After two successful years at Yosemite, Hannes began exploring the possibility of establishing a new ski resort in California.



Original single seat chairlift at Sugar Bowl - the first chairlift in California. The lodge is in the background as is the lower lift tower.



Hannes Schroll

It was over the weekend of July 4, 1938, that Dr. Otto Barkan, renowned San Francisco eye surgeon and Yosemite skier, pointed out to Hannes the snow still visible at the base of Mt. Lincoln. Exceptional geographical conditions prevailing in the Donner Summit region were responsible for the greatest snow depths of any place in the United States where records were being officially kept. Instinctively Hannes recognized that this must be THE PLACE. [Here memories differ. For example, Bill Klein, Sugar Bowl ski instructor, remembers seeing the Sugar Bowl and bringing Hannes up to see it – see the November, '09 [Heirloom](#)]

No better location could have been selected at that particular time of steadily-increasing interest in skiing among Californians. It was close to both [the highway] and the east and west bound tracks of the Southern Pacific Railroad. Large centers of population were not too far away. San Francisco was only 190 miles west, with the state capital Sacramento, approximately midway between. Reno lay only 40 miles east. There was nothing for Hannes to do but leave Yosemite and devote full time to the development of a new ski resort. Don and Jo Gregory opened their San Francisco home to him as a base from which to operate. It was imperative to start talking to potential stockholders and to make frequent visits to Soda Springs during the winter season of 1938-39 in order to keep a close watch on general snow conditions and determine who owned what in the area now known as Sugar Bowl. The land was owned by two spinster sisters in Sacramento, who leased out the property each summer for sheep grazing. A number of young business and professional men in San Francisco, who were enthusiastic skiers and had been pupils of Hannes' in

Yosemite, expressed interest in the idea of a ski resort fashioned after those existing in the European Alps. Six hundred ninety-six acres were purchased for \$6,750 through the help of Wellington S. Henderson, investment counselor, and attorneys Donald M. Gregory and Sherman Chickering, all of whom worked in San Francisco.

...

In May of 1939, Hannes and John Wiley, who had left Yosemite and subsequently accepted the position of winter sports director for Sugar Bowl, headed south on a stock selling trip. In Los Angeles, Walt Disney was their most promising prospect... Walt was to become the first substantial individual Sugar Bowl stockholder. An indication of the times was his payment of the subscription in four installments. In recognition of his purchase, not only was a Sugar Bowl mountain named after him, but a mild flurry of stock buying started... Additional stock was bought by wealthy, prominent, ski enthusiasts living in the San Francisco Bay Area. They were the vanguard of a ski boom, particularly in Northern California. Their interest in skiing more than outweighed their thoughts of ever receiving a nickel's worth of return from their investment. There were the usual number of doubting Thomases.

...

The rapidly increasing interest in skiing, together with the success of California's new ski resort-SUGAR BOWL-prompted Southern Pacific Company to build a warm and comfortable station between the east and west bound tracks inside the snowsheds at Norden and to run snowball specials into the Donner Summit area.

William Wilson Wurster, who became Dean of the School of Architecture and Planning at Massachusetts Institute of Technology (1944 to 1950), then Dean of the University of California Architecture School at Berkeley (1950 to 1959),





Inside the Southern Pacific's Norden Station, the Sugar Bowl train stop. Snowball ad right, The Oakland Tribune January 9, 1940



**“SNOWBALL SPECIAL”
to NORDEN and back
this week-end!**

\$4.45
ROUND
TRIP

from Oakland (in coaches)

Join the gay crowd on Southern Pacific's "Snowball Special," leaving Oakland (16th Street), 12:15 a. m., this Sunday morning, Berkeley 12:25 a. m., Richmond 12:35 a. m. You arrive Norden at 7:25 Sunday morning, have more than eight hours to play in the snow at Norden and the Sugar Bowl. Returning, leave Norden 4:05 p. m., arriving Oakland 10:02 Sunday night.

Southern Pacific

was selected to design a modest sized ski lodge and to improve the design of the first three homes of almost identical style. The homes were built ... sufficiently sturdy to withstand the weight of twenty feet of snow. First inspection of his drawings surprised the board of directors. However, they were assured that the style was modern Bavarian with an important additional feature. The shed-type roof would permit snow to slide to the rear, thereby allowing maximum view of the ski slopes out of all front windows from the main floor at all times.

[On each of the Lodge's] two floors were five double rooms. All faced Mt. Disney. On the rear of the first floor were two dormitories for men and women. Guests could rent rooms ranging from \$3.50 to \$5.00 a night with bath. A dormitory bed went for \$2.00. It was possible to enjoy good food in the small dining room for as little as \$3.00 a day...

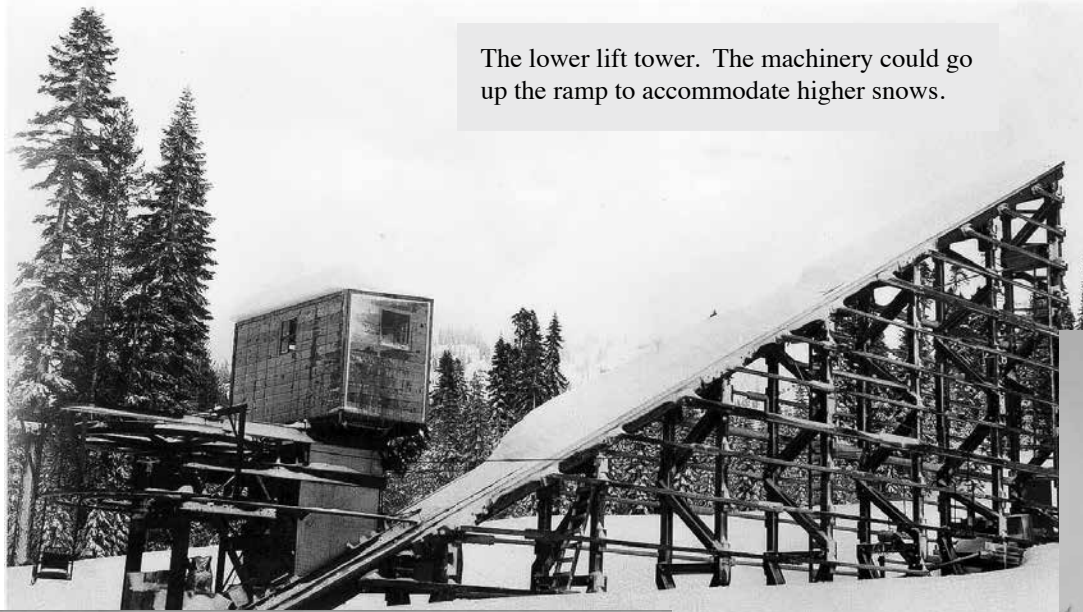
A ski resort without a chairlift is unthinkable. Henry Howard, consulting engineer for ore mine trams, was invited to design for Mt. Disney what was to become the first chairlift in the

history of California skiing. Three thousand two hundred feet in length with a one thousand foot vertical lift, it was built by Riblet Tramway Company of Spokane. The steel towers, together with the upper and lower terminals, were erected by Moore Drydock Company of Oakland. One of its principal novelties was the ability to raise the upper and lower terminals simultaneously on sloping tracks as the snow deepened, thereby allowing skiers to load with comparative ease. In order to keep costs down, it was decided not to build a road to the top of the mountain. Instead, reinforcing steel, cement, heavy timbers, steel for the towers, and the cable itself were placed on a metal sled and hauled up by a donkey engine. Because of the distance and precipitous nature of the terrain, two such devices were installed requiring transfer of the equipment from the lower one to the upper one at the midway point. Early in November, after the cable had been placed along the ground and readied for raising onto the sheaves, an unexpected and severe snowstorm howled over Donner Summit.

The Sugar Bowl Lodge designed by William Wilson Wurster ca: 1940



The lower lift tower. The machinery could go up the ramp to accommodate higher snows.



Left: the lower lift tower with the lodge behind it. Right: the upper lift tower



The cable, sleds, tools and other construction paraphernalia vanished under nearly eighteen inches of windswept snow. The cable was finally located and construction continued. By mid-January[1940], skiers were riding on an all day ticket costing \$2.50.

In addition to the lift, two rope tows were installed at the base of Mt. Disney by Charlie van Evera. These diabolical devices were such an economic success for the concessionaire that Sugar Bowl took them over the following winter.

Work on the Lodge was now progressing rapidly. It became a race against the ever present possibility of another blizzard. The last fixture in the Lodge and bolt on the chairlift were secured only a few hours prior to the advertised gala opening of Sugar Bowl on December 15, 1939, in a sea of frozen mud. [There was almost no snow.]

Nobody directly involved with the opening of Sugar Bowl had any expertise in hotel management. Consequently, the

job was contracted out to Herstle Jones, original builder and co- owner of Soda Springs Hotel and subsequently owner of Rainbow Tavern [and Nyack Lodge] prior to the concept of a Sugar Bowl resort. Mr. and Mrs. Stott, who had little, if any, knowledge of snow conditions, were chosen by Herstle to run a primitive ski lodge and a questionable chairlift, not to mention the transportation of guests to and from Norden. The sum of \$150,000 had been estimated to build a road into Sugar Bowl. This was almost twice as much as had been subscribed toward the Lodge and lift. Fortunately for the future uniqueness of Sugar Bowl, the idea of a road was dropped. Instead, two Ford station wagons with half-tracks replacing the rear wheels, were used initially...

Thanks to the imagination, determination, ingenuity and drive of stockholders Edward T. Haas, Oliver M. Lombardi and Albert M. Esberg, who was not a stockholder, a small corporation had been established, with the name of Hans Brinker Rink Company, to operate a skating rink. Across the stream to the left of the Lodge, an area had been leveled off, a



Tractor pulled sleighs brought people into Sugar Bowl.

trifle larger than a tennis court. A shed was erected so customers could put on rented skates acquired from a defunct East Oakland rink. Hot, spiced wine was served within the confines of the small building to nervous skaters who found the ice surface rough. There had been insufficient time to lay down an adequate asphalt coating. Floodlights and waltz music completed the scene. The Hans Brinker Rink Company provided an excellent substitute for skiing.

Opening day of the 1939-40 ski season was December 15th... To cover this important event in the saga of California skiing, reporters and photographers arrived on the scene. The only sign of snow was an irregularly shaped patch, barely eighty square feet, near the upper terminal of the Mt. Disney lift. Those to be photographed were asked to crouch lower than most Olympic racers to give readers an impression of adequate snow conditions in Sugar Bowl. The Lodge was filling in anticipation of Christmas and New Year's activities. Many were wondering if it would ever snow again. Unfortunately, grass skis with rollers had not yet appeared on the market. But there was ice skating.

The first Christmas was celebrated with a full lodge, a lovely tree to the right of the fireplace, and no snow. By New Year's Eve, homeowners and their friends had arrived. 1940 was announced by the ringing of the forty pound brass bell from a Southern Pacific type steam engine. It had been donated by the railroad... It was immediately installed as the ski school bell over the walkway leading down to the ski room at the east end of the Lodge.

On the night of January 4, 1940, a massive storm moved in. For three weeks snow fell ceaselessly, frequently reaching blizzard intensity. Sugar Bowl's operation was crippled almost to the point of disaster. The intense cold made the snow so dry it became nearly impossible to shovel it off the porch. It would be another twenty-five years before manpower would be replaced by mechanical snow removal equipment. In an attempt to save the skating rink, five Mexican railroad maintenance workers, hired from the Southern Pacific Company, went to work sawing up blocks of wind-packed snow which were

pushed into the creek. By the third morning of the storm, the exhausted and discouraged men had vanished along with the Hans Brinker Rink. Within four days the tractor driven Ford station wagons were rendered utterly useless. Many of their parts were not found until the following summer.

In a despairing effort to establish some semblance of transportation, horse-drawn sleighs were brought in from Truckee. In their frantic attempt to maintain traction in the deep powder, the horses thrashed about in a wild frenzy, smashing their shafts along with the sleighs. This romantic mode of snow travel proved hopeless... They were replaced by D-2 Caterpillar tractors with exceptionally wide tracks. These remained the sole means of public transportation for the balance of Sugar Bowl's first season. The following year, "Meister

Local Resorts
Prepared For
Snow Sports
Truckee, Tahoe, Summit and
Donner Lake Ready
For Season

EXPECT BIG CROWDS

Sierra Sun December 14, 1939. Unfortunately there was no snow despite the headline.



Magic Carpet gondola.
Below: the first version



"Sleighs" were designed and built in Sacramento. They ran on a single runner and passengers sat back to back, twelve to a side, facing out. Two units at a time were hauled by tractor to and from Norden. Their clattering and bouncing in and out of Sugar Bowl provided guests with an experience they would never forget. It took about forty minutes each way. These contraptions were the primary means of public transportation until after World War II, when war surplus snow weasels were added to the system.

Shortly after Sugar Bowl opened, Jerome Hill, second eldest grandson of James J. Hill, founder of the Great Northern Railroad, visited Sugar Bowl. He fell in love with the place and built a charming mountain retreat. His artistic talents soon became evident through beautiful black and white photographs of snow scenes he took in Sugar Bowl, had framed and donated to the corporation. They were hung in all the public rooms, as well as guest rooms. To further decorate the rather stark first floor, he had pine boughs carefully cut. When they were mounted flat on the walls, they resembled snowflakes to a remarkable degree. In time, Jerome became one of Sugar Bowl's greatest benefactors. He subsequently funded and operated the Magic Carpet, the chairlift running parallel to it and the garage servicing both. Apart from the ease of transporting skiers in and out of Sugar Bowl the nightmarish problem of hauling in supplies was finally solved. "Romey" as he was often called, even designed the Sugar Bowl logo.

During the years prior to and following World War II, there were serious hurdles to overcome other than transportation. One was fresh water. The Southern Pacific Company had permitted a hook-up with its own system for supplying water to its steam engines. However, the matter of purity was questionable. Mountain sickness became periodically prevalent among Lodge guests, staff and homeowners up to 1947 when Sugar Bowl had to build its own fresh water facilities. This was a costly investment which produced no revenue to the corporation.

...
The 1939-40 season was monumentally rugged. There was more snow than anyone knew what to do with. By early April, the depth was over twenty feet. Due to the inadequate snow removal equipment, a wall of snow, six feet high, obscured

all but the upper slopes of Mt. Disney for guests in the Lodge dining room and lounge. All too often the single chairlift would break down due to faulty bearings in the drive mechanism at the bottom terminal. This necessitated taking parts to Emeryville for repair. Then there was constant trouble at tower 10 lo-

located at the top of the Disney lift where the line levels off for the final run into the upper terminal. At this spot empty chairs would swing precariously with the slightest wind. Four chairs were ultimately sheared off, two of which were occupied. Fortunately there were no permanent injuries. In an attempt to prevent a further mishap, a lookout was posted at tower 11. He would stop the lift when the swing got too bad. This made life miserable for the occupants who had no fellow passenger to cozy up to while hanging in mid-air waiting for the lift to start up again. One such occupant was Osgood Hooker, nicknamed by many "The Jolly Square." His numerous friends in the Lodge noticed, on one occasion, he was hanging between towers 3 and 4. Immediately bets were made as to how long he would stick it out before deciding to jump. Waiting seemed interminable. Ossie finally squirmed in his chair and started removing his skis, which he dropped with his poles into the deep powder below. Then, to everyone's astonishment, he slid off the chair and disappeared in an explosion of dry powder. Finally he surfaced, apparently none the worse for his experience. Whose bet was won has long since been forgotten.

During the massive snowfalls of the 1951-52 season, the slow, steady, relentless movement of a twenty-three foot pack badly twisted tower 10. That summer the entire Disney lift was replaced by one designed, manufactured and installed by Heron of Denver, a professional chairlift company. Their engineers eliminated tower 10 altogether. Never again could Sugar Bowl afford the luxury of relying on ore mining and ship building people. All additional lifts and aerial trams were to be installed by Thiokol of Logan, Utah, Ski Lift Interna-

Winter Sports Fans!

Here's big news about

NORDEN AND THE SUGAR BOWL



Now you can enjoy the most exciting and complete winter sports season you've ever experienced! Here's why:

1. S. P.'s new "House Within a House". At Norden Station Southern Pacific has just completed a large, knotty pine Ski Hut—built inside a snowshed! Here you'll find benches, checking, warming and restroom facilities, and a lunch counter serving good meals at low prices.

2. New Sugar Bowl Lodge. In nearby Sugar Bowl there's a brand new Lodge with accom-

modations for 40 persons; 10 double bedrooms, 4 dormitories. Lounge, bar, dining room, huge fireplace. Moderate rates. Only 1½ miles by "snow cars" from Norden Ski Hut.

3. New Ski Lift. Also at Sugar Bowl—the finest skiing area in the West—you'll ride the new chair lifts which provide a safe and comfortable 3000-foot ride to an elevation 1000 feet above the Lodge in 6½ minutes.

NEW WEEKEND TOURIST PULLMAN SERVICE

Friday and Saturday nights there are tourist sleeping cars as well as coaches and standard Pullmans to Norden and other Sierra winter sports centers, with convenient 7 a. m. arrival at Norden.

You can leave Norden on Sundays and holidays at 3:40 p. m. in

coaches, arriving San Francisco 10:30 p. m. Also overnight service every night from the snow country with early arrival in San Francisco next morning. Inquire about our low round trip fares to Norden and other Sierra winter sports centers.

NEXT TIME, TRY THE TRAIN TO FUN IN THE SNOW!

Southern Pacific

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Ad in the Jewish News of Northern California December 22, 1939

tional of Austria, Heron of Denver, and, in the case of the Magic Carpet, by a joint venture of Heron and Von Roll of Switzerland. Christmas Tree and Nob Hill lifts were built by Riblet, which had gained considerable additional experience throughout the Pacific Northwest ski resorts.

For the first few seasons, many Lodge guests and homeowners took advantage of Southern Pacific Company's efforts to promote the use of its passenger trains. In the early 40's, one could enjoy a leisurely Friday night dinner in San Francisco, then either drive or ferry across the Bay to the Oakland Mole, or drive to the Berkeley station for boarding the night mail train to Sparks, Nevada, disembarking at Norden at 5:45 the following morning in a pitch-black snowshed. The temperature would be below freezing. Often it would be snowing. On Sunday, after a full day on the slopes, it was back to Norden to await the 11:20 p.m. arrival of the Overland Limited from Chicago. It would come thundering and steaming up the long grade from Donner Lake and stop, wheezing and panting, just long enough for Sugar Bowl skiers to jump aboard. A remarkable feature was the "ski-mute" book of tickets consisting of five round trips, including free parking, a Pullman berth and tips to the porter for only \$7.50 per round trip.

In the early 30's and 40's, it was quite a common practice to install slot machines in hotels and bars. Since Sugar Bowl was facing considerable financial stringencies, these were installed in the Lodge prior to and for a period after World War II. Toward the end of hostilities, Frank Barnett, a partner in Henderson & Company, was serving by default as ex-officio president of Sugar Bowl Corporation. He was not a skier. He had

never seen Sugar Bowl. However, in deference to his position, he visited The Bowl for its reopening for the 1945-46 winter season. He was met by a weasel which, unaccountably, stalled part way from Norden. Oddly enough, while repairs were apparently being made, other weasels passed him on their way in. On arrival at the Lodge, Frank Barnett was finally identified as president of the corporation. It was explained to him that management had suspected he might have been a sheriff and that, prudently, arrangements had been made to delay his arrival until all the slot machines could be safely hidden.

...

The monotony and fatigue of operation through the first two years of Sugar Bowl's existence was lightened by the humorous and incredible stories told by Ski School Director Hannes Schroll, His description of winning the hair-raising Marmolatta Downhill Race in the Italian Alps, receiving the trophy from Dictator Benito Mussolini, his first impressions of America and his tale of tobogganing the corpses of an Austrian avalanche disaster to the rescue sleds below not only dumbfounded and astonished his listeners, but sent them into gales of laughter as well.

Then there was Emil Poplov, German cabinet maker and near hermit, whose flawless Telemark turns could be clearly seen at the top of Mt. Lincoln early each morning after a fresh fall of light powder. He knew what the California sun could do to turn powder into rice pudding; No one ever succeeded in beating him to the top.

The first ski shop started in the Lodge basement. Primitive though it was, it was possible to rent, repair and wax wooden

skis. Hans Hagemester ran it with considerable success. He was succeeded by Bill Klein and his wife, Helen. A separate ski shop chalet was subsequently built across the stream near the bottom terminal of the Mt. Disney lift...

When Sugar Bowl first started, there was a need for a vigorous ski club capable of sponsoring and running ski racing events ranging from straight downhill to tight slaloms. It was recognized in those days that these two elements are a valuable adjunct to a successful winter sports resort. It was up to the winter sports director to establish such a club, together with Andrieus A. Jones as the first president.

In those days, ski proficiency tests were considered important. It was decided that the Sugar Bowl Ski Club pin, showing the three peaks of Judah, Lincoln and Disney, would also have added stars designating a member's degree of proficiency. The gold, silver and bronze eagle pins were a challenge to all skiers to race down a flagged course, originally from the top of Mt. Disney, in under two minutes for a gold. Now [1980] the Eagle Test is run down a shorter course on Crow's Nest with 1.15 minutes set for gold and under one minute ' for diamond.

A lovely silver tray, donated by Walt Disney with his cartoon character Goofy on skis etched in the center, was called the Disney Junior Challenge Trophy, to be competed for each Easter. The late J. D. Zellerbach, chairman of the board of Crown Zellerback Paper Company, former American Ambassador to Italy, Sugar Bowl stockholder and owner of the house subsequently given to Mills College, donated a trophy for langlauf (cross country) honoring the exploits of the greatest High Sierra langlaufer of all, Snowshoe Thompson, who carried the United States mail across the Sierra in the winter of 1856. The first race was held in 1946 and was won by Einar Skinnerland. The event only lasted three seasons, the last race run in 1948 with the winner being Sugar Bowl's Brad Board...

The most coveted trophy of all was the Silver Belt, awarded to the first three places among men and women competing in a giant slalom



Starr Walton Hurley racing in the Silver Belt late 1950's



from the top of Mt. Lincoln, including a virtual precipice close to the finish line. The trophy was inspired by an item in Crofutt's New Overland Tourist and Pacific Coast Guide published between 1879 and 1880, reading as follows:

In Sierra County, where snow often falls to a depth of ten or twenty feet, the snow-skate is a great favorite, becoming a source of pleasant recreation on moonlit evenings with visits from ten to fifteen miles being made after tea and returning the same evening. Here, too, snow-skating forms one of the most popular pastimes-racing. A belt, studded and set with silver, becomes the prize of the successful racer.

This event first took place in 1854, eight years after the Donner Party...

The Silver Belt Race became a national ski racing classic and was held in late April. Besides prolonging the Sugar Bowl ski season, it afforded many of the world's best racers one final event in which to compete. Friedl Pfeifer and U. S. Olympic champion Gretchen Fraser were the winners the first year, 1940. Chris Schwarzenbach and Clarita Heath placed first in '41, with Chris repeating his performance the following year. He was the first two-time winner of a Silver Belt. The Silver Belt event was last held in 1975 [but has been resurrected]. Winners were Cindy Nelson from Minnesota and Greg Jones from California...

Toward the climax of the 1940-41 season, a novel event was held involving a demonstration of old-time skiers, all of whom had long since forsaken the rigors of a High Sierra winter. With fourteen foot long skis and only one stout pole, they streaked out of Sugar Bowl proper from the base of Mt. Lincoln to the astonishment of the spectators, who watched enthralled as they turned majestically on their respective poles. Cortland Hill, younger brother of Sugar Bowl benefactor Jerome Hill, made one run on these snow-skates. He survived and posed for pictures, to the crowd's delight. In conjunction with the old timer's weekend, Lodge guests and homeowners were invited to a Forty-Niner party aboard the train, dressed in appropriate early Western costumes. The railroad willingly added an extra mail car to the night train. The floor was sprinkled with sawdust, a bar was set up and dancing took place to the hill-billy music of West Virginia Slim's band. Few enthusiastic spring skiers disembarked at Norden next morning.

Prior to the closing of Sugar Bowl due to World War II, the Ski Club bid for and was awarded the 1942 North American Championships. A splendid downhill course was laid out, starting on the top inside edge of the huge bowl northeast of Mt. Judah, down through clearings, swinging north over a tunnel on the east bound Southern Pacific tracks, followed by a traverse to a steep slope above Donner Lake to the finish. This great event was ended by World War II.

During World War II, Donner Pass and the Donner Summit area were heavily guarded by U.S. troops to prevent sabotage of the country's major east-west rail line. Sugar Bowl itself was literally under armed guard because of its close proximity to the major tracks and tunnels, which were particularly vulnerable to a sabotage attempt. At the termination of hostilities in 1945, it was questionable whether Sugar Bowl could open for the 1945-46 ski season due to insufficient operating funds. An additional sum of nearly \$15,000 was required to make repairs, purchase supplies and meet pay-rolls, among other expenses, until revenues could start coming in. Stockholders met the call for help. Additional shares were purchased and Sugar Bowl was able to welcome skiers back from the war when skiing started.

Following the hazards of the first year's operations, but convinced that Sugar Bowl had a real future, funds were found through the ingenuities of corporation Treasurer Wellington Henderson to expand the Lodge,

including construction of a bar presided over by one of the hardest working, jolliest, and most amusing bartenders imaginable. A native of Westphalia, Germany, and of royal blood, Werner Von Wittenstein scintillated with sleight-of-hand tricks, stories and jokes, besides being a first class member of his profession. He remained with Sugar Bowl up to, and for a few years after, World War II and developed a large following among staff and guests alike.

Over the years, Sugar Bowl has attracted many well-known visitors. In 1949, Lowell Thomas, a great ski enthusiast, stayed in Sugar Bowl where he made his nationwide evening newscast.

World renowned educator, the late James B. Conant, then president of Harvard University, came to relax more than to ski. He was to become chairman of the National Defense Research Committee during the last world war and then American ambassador to West Germany in 1955.

Movie idol Errol Flynn stayed in the Lodge with his rough hewn, pugilistic, personal body guard [sic]. Both appeared to enjoy not only the seclusion but most of all the lady skiers who all but swooned the moment they recognized the handsome fellow sunning himself on the Lodge porch.

Margaret Sullivan and her husband, Leland Hayward, enjoyed Sugar Bowl immensely, Both liked to ski and returned often.

Claudette Colbert arrived two or three times with her husband, Dr. Joel Pressman, and maid. It seemed important that her clothes be ironed constantly. In those early days, Sugar Bowl was primitive, to say the least, and no ironing board could be found. There was only one solution-the Lodge maintenance man was commissioned to make one.

In the early forties, MGM made a movie entitled *The Two Faced Woman*, starring Greta Garbo and Melvin Douglas. In late spring, a team of directors, writers, actors, cameramen and lighting experts landed in Sugar Bowl to shoot the





Scenes from "A Two Faced Woman,"
filmed at Sugar Bowl in 1941

snow scenes. Members of the Sugar Bowl Ski Patrol, plus a few additional staff and guest skiers, were asked to ski as extras. It was ski patrolman Graham Zink who volunteered to run from the Disney lift's lower terminal, then tumble into the icy pond below what was to have been the ice rink. That year the lodge stayed open until May 15th to accommodate them.

Walt Disney was an infrequent visitor due to work schedules. However, he did make a delightful short called *The Art of Skiing*. The climax of the film shows Goofy careening down the ramp of a ski jump.... Shortly after World War II, the Disneys, with their two daughters, stayed in the Lodge. Walt was in the bar at a time when the bartender begged to be excused for a while. There was nothing for Walt to do but take his place. There was no television in those days, so he tended bar almost incognito for about two hours.

...

A winter sports resort is a romantic place, both outdoors and in. Sugar Bowl is no exception. During the first season, an eligible San Francisco bachelor found himself embroiled in a flirtation started on the night train, ending on the dormitory floor of the Lodge and finally resolved by an out-of-court settlement.

During the first five years of Don Schwartz's stewardship as general manager, he found he had his hands full attempting to stop the amorous activities of young day skiers who unabashedly entered Lodge guest rooms from the outside balcony for romantic dalliance. New lock-up procedures and the hiring of security personnel have prevented reoccurrences. These, however, could not prevent a Canadian girl (a Sugar Bowl staff member with excellent work credentials) from performing a striptease one night on the Chalet's ping-pong table.

To guide Sugar Bowl Corporation through drastic changes in number of ski lifts, Lodge expansion, additional homes, capricious weather conditions, changes in personnel, plus the many other incidentals of a winter sports resort, there have been farsighted presidents, backed by intelligent boards of directors, all of whom ski. The first president was Hannes Schroll. After World War II, Arthur Merrill Brown, Jr. took the reins over for

two years, followed by Wellington S.

Henderson, who had been the first treasurer, for four seasons, during which period it was decided to lease the Lodge and Chalet to the Audubon Society of America during the summer. This was at a rental figure sufficient only to cover depreciation and taxes.

Thomas B. Crowley, Jr. relieved Wellington to direct operations for nine seasons. It was during his presidency that a notorious blizzard swept into the area in mid-January of 1952. Its intensity was so great that the Southern Pacific Railroad's number one passenger train, *City of San Francisco*, became snowbound near Donner Pass. Two hundred and twenty-six passengers were marooned for seventy-two hours. The snow depth was such that it was necessary to duck under the telephone wires when skiing into Sugar Bowl.

J. Gordon McIntosh accepted the gavel from Tom Crowley to serve as president for fifteen seasons (1960-1975). One of the most notable features of his presidency—the longest on record thus far—was the selection of Don Schwartz as manager.

In 1975, John M. Fuller accepted the role of president, in which capacity he remained through the 40th anniversary season of 1979-80.

[Since 1939] Sugar Bowl has suffered its share of trials and tribulations. The disruption of chairlift operations due to enormous snow depths has been one of the most disturbing, as well as financially burdensome. No sooner had the Mt. Lincoln lift been installed for the 1957-58 season, than storm after storm caused avalanches that knocked out five towers... It was in the forty-five day storm of the 1968-69 season, during which there were only six days of partial clearing, that both the Mt. Disney and Mt. Lincoln lifts practically disappeared. The latter was so badly damaged through snow contortion of steel towers, it remained inoperable for the remainder of the season. After the snow melted, allowing reconstruction to begin, it was decided to rebuild in two sections. ..

At the other end of the spectrum, there have been seasons when insufficient snow has resulted in a Sugar Bowl water shortage. Such was the case over the two ski seasons between 1975 and 1977...

Even though Sugar Bowl is relatively isolated in that there is no easy access by road, there have been arrests made for actual and attempted thievery. During the 1941-42 season, it became readily apparent that ski equipment over busy weekends was disappearing. John Wiley, a Placer County Deputy Sheriff, finally managed to track down one of a gang of three at a shack between the Lodge and Lake Mary. Accompanied by two ski patrolmen and armed with a rifle, a visit was made on skis to the suspicious cabin. The sole resident came out, unarmed, with his hands up. His two accomplices were scheduled to arrive that night by truck from Sacramento, where the stolen goods were being sold on the second hand market.



All three went to prison. In February, 1971, Manager Don Schwartz was accosted at his house by masked bandits armed with a small machine gun and a 38-caliber pistol. Able to bolt his front door, Don, with the help of his wife, Lu, grabbed his own gun and loaded it. At the sound of this maneuver, the thieves took off. Unable to raise a soul at the Lodge by phone, Don subsequently discovered the reason. Six of his employees were found lying face down, bound and gagged, outside the accounting office. Early next morning, an armed posse apprehended two robbers in a Southern Pacific snowshed. They, too, were imprisoned.

Over the [first] forty years, there have been many wonderfully happy times in Sugar Bowl. The second Christmas was cold and snowy, with not a breath of wind on Christmas Eve. The children, with their parents, awaited the arrival of Santa Claus, who was keeping warm under the porch with the help of straight brandy administered by Manager Gordon Hooley. At the jingle of sleigh bells through the window, Santa Claus came out of a night filled with drifting snowflakes to distribute gifts by a roaring, tamarack log fire. Many adults renewed their belief in the magic of Santa Claus along with their enthralled children.

Every spring, in addition to an Easter egg hunt for the small children, the Sugar Bowl Ski Club holds its "Spring Fling." A picnic takes place in Harriet's Hollow, with gay umbrellas to protect more than one hundred participants from the fierce California spring sun. Tables are laden with delectable food for what has become a tradition.

Of all the many Sugar Bowl events, the one that has captured the imagination and delighted Sugar Bowl skiers the most is the Tiki Race. A brainstorm of Trader Vic Bergeron, the set-

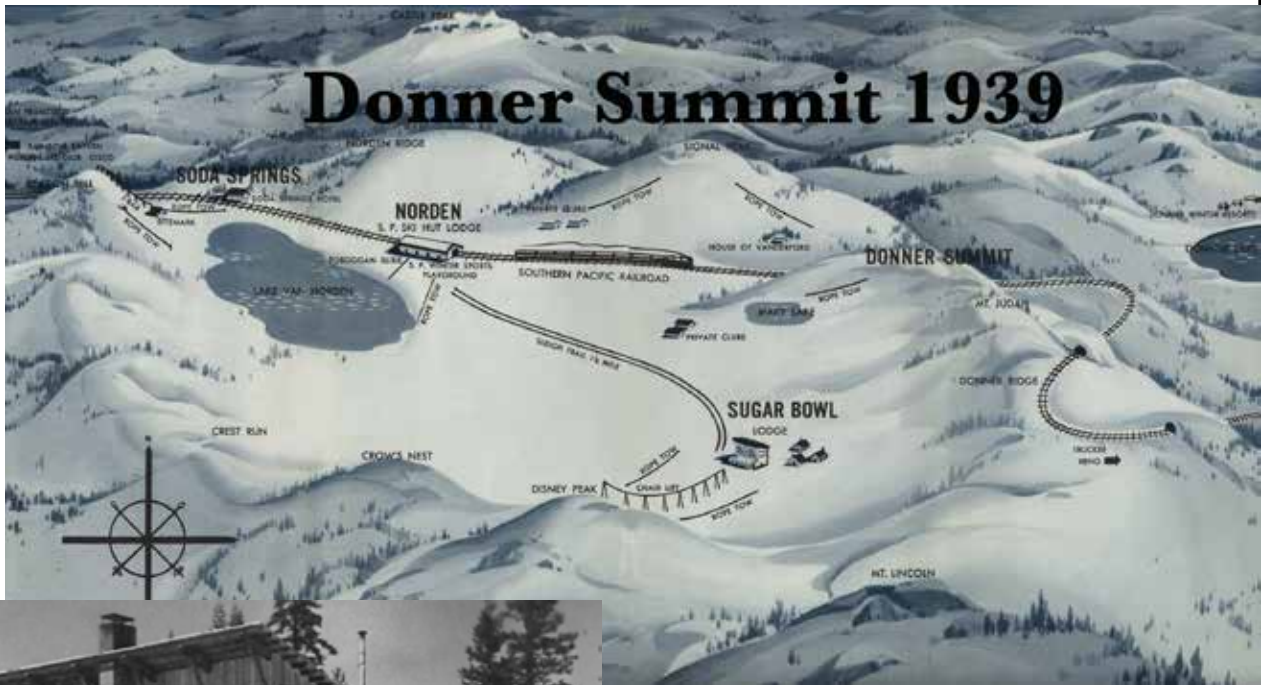
ting is an hilarious combination of snow and the tropics. Trader Vic and Sugar Bowl are co-hosts. Palm trees are used for slalom poles and mai tais cooling in a tropical dugout canoe await competitors, men and women, novice and qualified, at the finish line. The spring ski slopes resound with ukelele music and the throb of a genuine Polynesian show of real hula dancers. An enormous perpetual Tiki Trophy is put on display, which now stands in the entrance to Trader Vic's San Francisco restaurant. This fun event was first held in 1963, then in 1965 and 1968, with the 40th Sugar Bowl anniversary event scheduled for April 13, 1980.

Skiing breeds a remarkable degree of camaraderie, a sense of well being, along with a sheer joy of living equalled in no other sport. As Charles M. Dudley writes in his book, *60 Centuries of Skiing*,

Wherever there is snow there is a common bond of understanding among a certain group of people. These ski fanatics are a tribe in themselves, whose religion has its roots in the weather, whose Bible is written on snow and whose icons are made of wax. If this be fanaticism, let us make the most of it. For there are few forms of human exuberance more conducive to good health, good will, and good sport.

As long as there are skiers, Sugar Bowl will remain their mecca, to be visited often, as long as they are able to remain standing.

Sugar Bowl at the Beginning



Sugar Bowl Lodge

Ski at the ...
SUGAR BOWL

California's Number One
 Ski Resort. Modern Lodge.
 Accommodations at low
 rates. Chairlift and two
 rope tows. Average snow
 depth, fifteen feet.



329

RIDING THE CHAIR LIFT AT SUGAR BOWL SKI LODGE

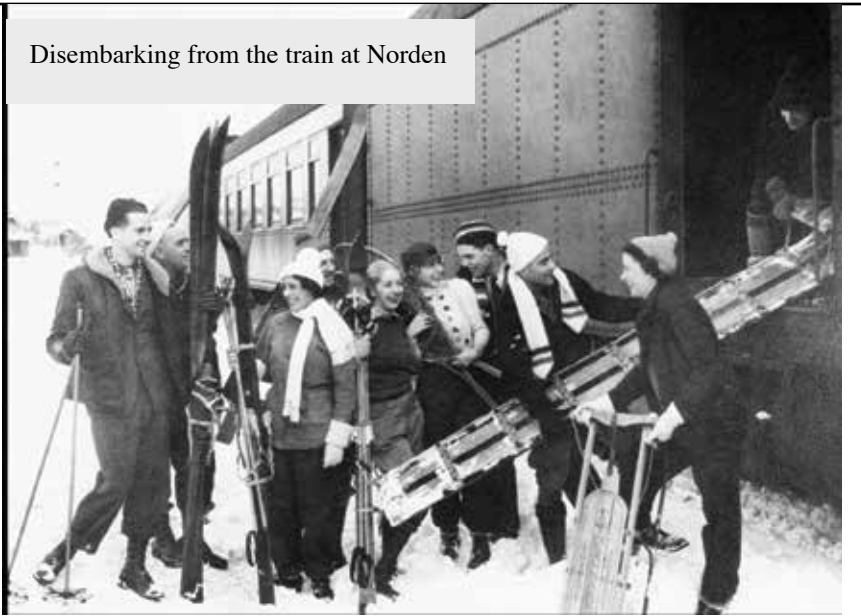
Sugar Bowl 1940 ad

Bottom of the original lift

Season, December to June



Disembarking from the train at Norden



Ride The Magic Carpet To The Sugar Bowl

Opening December 18th

New Heron Double Chairlift — 2 Ropetows — 10 Runs From Mt. Disney —
New 2-Mile Beginners' Run — Rooms — Dormitories — Midweek Specials —
Sugar Bowl Ski Weeks — Bill Klein Ski School — 40 Miles From Reno.

For information and brochures write

SUGAR BOWL **NORDEN, CALIF.**

Tel. Soda Springs 2282



After WWII surplus weasels took up the job of delivering skiers from the train at Norden to Sugar Bowl.

The Skier magazine December, 1953



Hannes Schroll, center, with the Walt Disney family

Snow Slopes Rated Ideal For Week-End Skiing



Snow has finally arrived at the favorite spots for skiers and the highways will be jammed this week-end. Here is action from the slopes. Left, Marshall Farrow goes over a cornice



of ice and snow and makes it look easy. The hard part is landing on your feet. Center, Norma Brooks of Berkeley, takes a ride in the new ski lift at the Sugar Bowl, which



travels 3500 feet. Right, Olaf Rodegard does a gelandsprung from a cornice, not recommended for beginners but a nice trick if you can do it. It snowed in the Sierra until

a late hour last night and then the weatherman forecast clearing skies with cold temperatures. Another blanket of snow is due again this week-end for skiers.

Oakland Tribune January 5, 1940

Sugar Bowl's Actual Opening

We can imagine the excitement in the fall of 1939. Everything was coming together at Sugar Bowl. The first chairlift in California was operational as were two nearby rope tows. There were an ice skating rink and a lodge. Southern Pacific had finished its Norden Station inside the snowsheds, a "perfect warming house for the skiers," said a reporter. People would disembark from the train and head for Sugar Bowl on sleighs. Employees must have been ready to go. The investors must have been happy to see their investments turned into tangible assets. There was publicity. The Sierra Sun, for example, said "Local Resorts Prepared for Snow Sports... Expect Big Crowds. That was the day before Sugar Bowl would officially open on December 15, 1939.

The only thing missing was the snow (see the cartoon on page 19). Sugar Bowl was a "mud puddle," according to one reporter. On December 31 the Sierra Sun said, "Precipitation in this district under Normal." There had been a storm two days prior but only dropped .05" of moisture. The total since September 1 had only been five inches.

Just two weeks later, by early January, things were looking up. "Snow has finally arrived at the favorite Spots for Skier and the Highways will be jammed this Weekend... Another blanket of snow is due again this weekend for skiers," said the Oakland Tribune on January 5.

On January 5, 7" of snow was reported at Norden and 14 at Sugar Bowl. The Oakland Tribune on January 6 said there was a foot of snow at Sugar Bowl and 30" at the 8,000 foot level.

A week later the Napa Journal said Norden had 55" of snow and Sugar Bowl 96." The Hanford Sentinel reported "heavy snowpacks as a result of twelve days of precipitation. Rain washed off some of the snow covering but Donner Summit reported a pack of 71 inches, and Sugar Bowl 60". Newspapers all over Northern California were reporting the snow.

Reports after that first weekend of January 5-7, 1940 were positive. One snow reporter for the Oakland Tribune left us a lot of details. Having taken the new chairlift to the top of Lincoln it took him nine minutes to come down. Now, he thought, he was ready for the Donald Duck Schuss.

Bob Blake, which was the reporter's name, saw Hannes Schroll pass under him while Bob was on the chairlift. Schroll made the run to the bottom in 58 seconds, or about 60 mph.

The new chairlift Blake said, "combines the best features of a scenic railway and a Ferris wheel. You just sit in a chair, dangle your feet and away you go, up the mountain. Skiers are only supposed to take the chair-lift going up."

"Once on top of the peak, there is a choice of runs including Emigrant run to the Lodge: the Crest Cross Country to Soda Springs; the Ridge run and the 49-er run. Apparently Sugar Bowl officials have spent a great deal of time in clearing slopes during the Summer. As a result skiers are not bothered with brush, rocks and small trees." Blake reported six inches of fresh powder on the snowpack of wet snow. There

had been intermittent snow but also twenty four hours of "steady fall."

To get to Sugar Bowl one could take a sleigh from Norden. The opening of Sugar Bowl attracted a lot of reporters who filled the sleigh and they nearly froze during the forty minute ride. One Tribune reporter had a different idea. He put on his skis and let the sleigh pull him the one and a half miles to Sugar Bowl.

Actress Claudette Colbert was in attendance at this actual opening day. According to Mr. Blake she was "one of the cutest little skiers" and a "first class skier."

Reporters said the highways had been jammed and the trains "carried a good load of skiers." There were thirteen different ski clubs at Sugar Bowl for the opening. 800 rides were taken on the chairlift over the weekend.

Mr. Blake noted that transportation was a problem. Both coming to and at Sugar Bowl. Two snowmobiles and sleighs were used but that was not enough. The snowmobiles "cracked under the pressure" and horses brought up from Truckee "were obviously tired from overwork." That meant many people skied or walked from Norden to the Bowl.

Transportation was also needed at Sugar Bowl when skiers are hurt "trying to come down slopes they have no reason to be on. There were occasions during the week-end when quick transportation was advised but it was not at beck and call."

Claudette Colbert's husband was a doctor and he assisted with the first aid. Blake suggested that ski clubs invite medical personnel to come up and ski for free while donating their medical services.

What it Cost to Ski at Sugar Bowl, 1940

Ski lift	.25/ride, \$2.00/dy, \$10/wk
Sleigh trip Norden to Sugar Bowl	.25 RT or .15 one way
Ski lessons	\$2.00/hr
Ski rental	\$1.00/dy
Skating lessons	\$2.00/hr
Skating admission	.25
Lodge private room for 2 w/bath	\$5.00
Lodge private room for 1w/bath	\$7.50
Lodge private room w/adj. bath	\$3.50
Dormitories	\$2.00
Breakfast	.15
Luncheon	\$1.00
Dinner	\$1.25
Lunch for non-guests	.50

Lodge lounge and dining room open to lodge guests only

California, Thursday, December 21, 1939

Precipitation In This District Is Under Normal

All Storms Diverted North
Local Forest Man
Advises

According to District Ranger H. I Snider, only .05 inches of moisture was precipitated by the brief snow flurry here Tuesday night and Wednesday morning. This brings the total up to 5.52 inches since September 1 of this year.

First Accident?

Piedmont Skier Injured at Truckee

Victim of a skiing accident over the week-end at the Truckee Summit "Sugar Bowl," Allan M. Starr, socialite, of 329 Hampton Road, Piedmont, is in the St. Mary's Hospital at Reno, Nev., today.

According to witnesses, Starr was skimming down one of the steep slopes when one of his skis struck a rock and he fell heavily. The snow was very "fast" at the time. Dr. Joel Pressman, husband of Film Star Claudette Colbert, gave Starr first aid.

Then he was loaded into a "snow mobile" and transported to Norden and thence to Reno. His wife, the former Adaline Eddy of Seattle, accompanied him to the hospital. Starr suffered six fractured ribs in the fall but at first it was feared he had incurred internal injuries.

Oakland Tribune
January 8, 1940

The World in 1939

San Francisco Chronicle

THE CITY'S ONLY HOME-OWNED NEWSPAPER

FOUNDED 1865—VOL. CLV, NO. 153 CCCCC* SAN FRANCISCO, FRIDAY, DECEMBER 15, 1939 DAILY 5 CENTS, SUNDAY 10 CENTS

San Francisco	49	San Diego	52
Los Angeles	50	San Jose	48
San Jose	48	San Francisco	49
San Francisco	49	San Francisco	49

Spee, in Death Trap, Wins Delay! Nazi Warships Mass at Jutland

THE WATERFRONT

Union Advised To Lay Aside Demand For Job Preference

Olson Committee Also Urges: Negotiate for 24 Hours and, Failing a Contract, Arbitrate

Governor Olson's five-man fact-finding committee advised to him last night their formula for ending the shipyard strike, get waterfront workers back on the job and stop the port.

The committee's formula was in an "opinion" separate from its finding of facts.

The opinion, in brief, was that:

—The union should lay aside its demand upon preference of employment for monthly clerks and navigation of all men in the industry.

—Business negotiations on other matters, including the other two of the four points upon which the case was called, namely, stability of the basic labor wage for monthly clerks and navigation, and the opportunity for the daily men.

—If negotiations do not produce a 14-day extension to 24 hours, an arbitration board should be set up to hear the case.

—The union should return to work under the terms of the contract which expired September 30, with a possible five-day extension of the contract because of strike action.

—The union should return to work under the terms of the contract which expired September 30, with a possible five-day extension of the contract because of strike action.

—Immediately upon a 14-day extension to 24 hours, there should be an arbitration board to hear the case.

—The union should return to work under the terms of the contract which expired September 30, with a possible five-day extension of the contract because of strike action.

La Follette Sheriff Tells Associated Farmer Link

By STANLEY BAILEY

A slender, shirt-sleeved, black-haired young "Ole" walked through the packed Federal courtroom that has seldom seen men without coats.

It was about him, and 200,000 or so other men and women, that reports had been leaking for days. He promised the long columns of statistics and the demands upon thousands of words that already had been written into the record covering the alleged legislative labor problem and the relation to national violations of civil liberties and interference with the right of workers to organize.

Farm Worker Tells Of Earl Strike

The report he took had held him in the most turbulent area of the United States, where the farm worker's struggle against the landowner's power was being fought.

In the most turbulent area of the United States, where the farm worker's struggle against the landowner's power was being fought.

A Challenge to Britain's Navy?

Raider May Stay at Montevideo for Repairs; German Warships Sail Into North Sea!

Strong Force Sighted by Raiding British Airmen: Hunt for Pocket Battleships Is Speeded Up.

By ROBERT BUNNELL

LONDON, Dec. 15 (Friday) (AP)—British airmen just returned from a smashing air battle over the North sea reported today they had seen a section of the German fleet near the scene of the World war battle of Jutland.

"Reconnaissance flyers said they saw a Nazi battleship, a cruiser, some destroyers and a submarine," the Air Ministry announced.

It was the first report in the European war of such a strong penetration of the North sea to German naval forces.

The warships took part in a German counter-attack on the British planes. The Air Ministry yesterday had announced that German and three British fighting planes were shot down in the North sea.

Earlier, the London news columns reported "a strong force" of German warships had "sailed out into the North sea."

The necessary action, however, "no confirmation of this report could be obtained from the Admiralty."

The three Chamberlain's front end story quoted a British official as saying that the German fleet had sailed out into the North sea.

Crippled Exeter Heads for Port In Argentina; 62 Persons Released From the Graf Spee

By HAROLD K. MILKS

Associated Press Staff Writer

MONTEVIDEO, Dec. 14—The shell-battered Nazi pocket battleship Admiral Graf Spee, playing a dangerous game of cat and mouse with a British British fleet, tonight won Uruguay's permission to remain in this neutral port until she can repair the damage suffered in the war's first great sea fight.

The Uruguayan foreign minister Alberto Chané announced that "in accordance with the Uruguayan neutrality law and international law" the Graf Spee could stay in Montevideo harbor on repair of her German government, pending repairs.

The announcement was made shortly before the 11-hour time limit, normally permitted for the stay of a belligerent ship, would have expired at midnight, Uruguayan time, at 7:30 p. m. P.M.T.

Chané declined to say how long this extension of time would run but expected the German captain would be given sufficient time to repair his ship.

Sgn Quentin Davis Nearly Talks Himself Out of Hearing

By STANLEY BAILEY

In the most turbulent area of the United States, where the farm worker's struggle against the landowner's power was being fought.

In the most turbulent area of the United States, where the farm worker's struggle against the landowner's power was being fought.

League

The Fighting

Soviet Ousted, Soviet Drives Over Finland

Voted Finland To Norway!

By AXEL KILLAND

Associated Press Staff Writer

OSLO, Dec. 14—The League of Nations today expelled Russia because of its armed invasion of Finland and voted to admit Norway to the league.

The League of Nations today expelled Russia because of its armed invasion of Finland and voted to admit Norway to the league.

Washing Machines

Washer Sale

Complete With Pump, Heavy Duty.

FREE SOAP INCLUDED WITH THIS SALE

TERMS TO SUIT YOU

McNALLY'S (SINCE 1877)

APPLIANCE COMPANY

FROM OVEN TO TABLE--INSIST ON FRESH TRUCKEE Baked BREAD

Truckee Bakery

HAROLD M. HART, Prop. Telephone 11

BUY FURNITURE IN TRUCKEE And SAVE

Our Low Overhead Makes It Possible For Us To Offer Better Furniture At Lower Prices— YOU CAN SAVE BY BUYING IN TRUCKEE ON

QUALITY MERCHANDISE

COMPLETE FURNISHINGS FOR EVERY ROOM IN THE HOME—

OCCASIONAL FURNITURE

FLOOR COVERINGS

ELECTRICAL FIXTURES

AND APPLIANCES

LAMPS — MISCELLANEOUS ITEMS

WASHER SALE

\$34.50

Complete With Pump, Heavy Duty.

FREE SOAP INCLUDED WITH THIS SALE



TERMS TO SUIT YOU

McNALLY'S

(SINCE 1877)

APPLIANCE COMPANY

Quality FOODS

QUALITY MEAT	
A-1 Steer ROUND or RIB	
STEAK lb.	25c
A-1 Steer, Boneless Rolled Prime Rib Roast . . . lb.	23c
Eastern Sugar Cured (half or whole) Lean BACON . . . lb.	18c
6 to 8 pounds size Eastern Cured Salt Pork . . . 2 lbs.	25c
FRESH Ground Beef . . 2 lbs.	25c
PURE Pork Sausage . . 2 lbs.	25c
M&B 1-lb. can	24c
2-lb. can	47c
4-lb. can	93c
Del Monte Grapefruit Juice Unsweetened or Sweetened	
No. 2 cans 2 for	15c
46-oz. can	15c
Fruit & Vegetables	
GARDEN FRESH TURNIPS BUNCH	1c
Mrs. Stewart—"It's Smart to Serve"—Salad Bowl	7c
GARDEN FRESH, YOUNG, TENDER BROCCOLI BUNCH	9c
U. S. No. 1 Smooth, Medium Size Sweet Potatoes . . 5 lbs.	22c
POTATOES	
U. S. No. 1 Oregon 25-lb. bag	35c
100-lb. bag	\$1.35
GOLDEN HIVE Bananas 4 lbs.	17c
ALL GREEN, FRESH Asparagus 2 lbs.	29c
WHITE KING SOAP SPECIALS	
Giant pkg, granulated . . .	41c
Family size pkg, granulated .	25c
White King Toilet Soap 3 hrs	12c
Sierra Pine Toilet Soap 3 hrs	19c
Laundry Soap 10 large bars .	27c
6 giant bars	19c
HEINZ or GERBER, Strained, all varieties Baby Food 2 cans	15c
12 CANS FOR 87c	
FONTANA, PURE 12-OZ. OLEO, PKG. Egg Noodles 2 for	23c
VAL VITA NO. 2 3/4 CANS Spinach 3 for	25c
ABOVE PAR, WHITE MEAT NO. 14 CANS Tuna 2 for	23c
SWANS DOWN CAKE FLOUR Large pkg. 21c	
SACRAMENTO BRAND 96-OZ.—NO. 10 CAN Tomato Juice 23c	
N.R.C. REG. PKG. Shredded Wheat 10c	
FRANCO-AMERICAN with tomato sauce NO. 1 CANS Spaghetti 3 for	21c
FRANCO-AMERICAN with cream sauce NO. 1 CANS Macaroni 3 for	21c
CALIFORNIA, RIPE FULL CANS Olives 2 for	19c
GHIRARDELLI'S 1-LB. CAN Nu-Malt 24c	
Scot Towels 3 rolls	25c
KRAFT, ELKHORN MILD Cheese lb.	17c
Del Monte Peas No. 2 cans 2 for 21c	
FREE TOILET TISSUE Ivory, white or Orchid Pink 4 ROLLS	14c

KEEP AMERICA OUT

Fortunately, Americans are in complete agreement that the paramount consideration in the present world situation is for this country to keep out of the European war. With this thought in mind Maxwell Howard, well known manufacturer and sportsman, contributes to Paper & Paper Products the following signed article expressing his views and urging that never again shall America be permitted to "appear in" on foreign entanglements.

* * * *

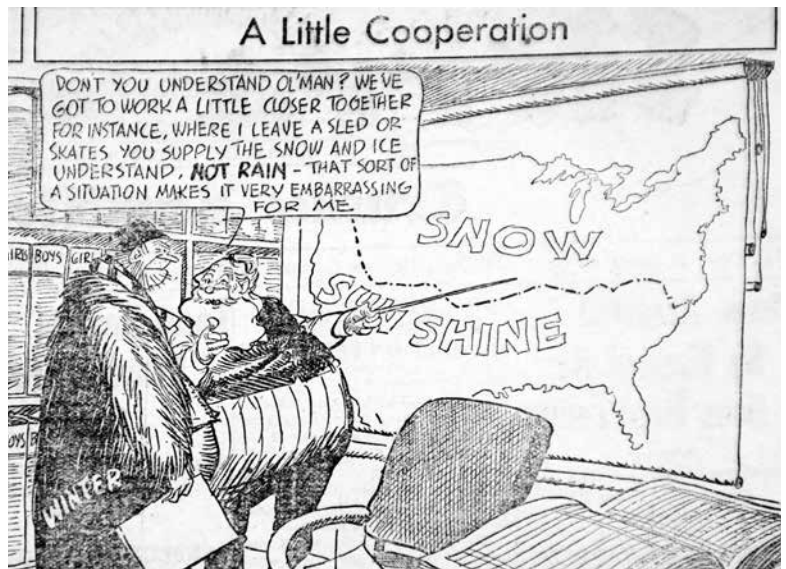
The last World War should teach and has taught America that the Old World is not worth the sacrifice of that American boy who, for reasons of loftiest patriotism, passed down gaily decorated streets and waved a last farewell to his loving and loved ones.

And then he crossed those silent, bitter waters beneath which troubled surface there lurked a thousand "deep sea assassins." Far from those he held dear, he reached a shore peopled with strangers. Carrying his heavy arms, in the battle-stained uniform of a veteran, he took his place at his commander's side and bared his pure young bosom to the merciless cruelties of modern warfare, so hoping he might help interrupt the flight of the sable - feathered condor with his bloodshot eyes, soaring over foreign lands swiftly devoured his weaker unmatched prey.

We have been reminded by our highest authority, President Roosevelt, with his unusual coin of vantage to scan the hovering, threatening clouds across the sea, that Charity begins at home.

I know not what others may think or say, but I humbly implore the rest of Americans to never allow our young manhood to be destroyed or their hands to be reddened with blood on alien soil, but stay at home under the unstained colors of Old Glory. —Maxwell Howard.

Left: WWII is considered the "good" war but there were many Americans who were against it until Pearl Harbor.



Even in early 1940 there had been no snow, weeks after Sugar Bowl had opened. That would change in a week or so. [Sierra Sun 12/14/39](#)

Truckee Republican

California, Thursday, December

ELECTRICAL GIFTS
Are Always Welcome
SEE YOUR DEALER

TRUCKEE PUBLIC UTILITY DISTRICT
Operating a Publically-Owned Water and Electric Syst.
ELECTRICITY IS CHEAP USE MORE OF IT
Telephone Truckee 150

Better Bargains In Groceries

Juice Oranges Sweet and Juicy — Per Doz.	07c
LARGE EXTRA EGGS Fresh Country Eggs—Per Dozen	23c
RAISINS Fresh Stock Sweet Raisins —FOUR LBS.	25c
SWIFT'S BACON Sliced or by the Piece— Per Pound	22c
Cranberries EATMOR —Per Pound	15c

YOU CAN BUY IN TRUCKEE AND SAVE DURING 1940

SIERRA GROCERY
Bowers and Barton Telephone 17

Truckee Mercantile Co.
W. F. Wilkie Groceries

MONARCH COFFEE —HIGHEST QUALITY	
3 Pound Jars	85c
3 Pound Tin	75c
1 Pound Tin	25c
TEA GARDEN STRAWBERRY PRESERVES	
1 1-2 Pound Tin	30c
PILLSBURY WHEAT BRAN	
Package	15c
PILLSBURY WHEAT CEREAL	
Package	15c
PATTY MUFFETS	
Package	20c
FRESH FRUITS — VEGETABLES	
CANNED GOODS	
HARDWARE	
PAINTS AND OILS	

Local Resorts Prepared For Snow Sports

Truckee, Tahoe, Summit and Donner Lake Ready For Season

EXPECT BIG CROWDS

Two New Resorts To Open To Public This Week

While winter sports fans anxiously scan the skies for the first worthwhile fall of snow, nearby and local resort managers are rushing last minute preparations on ski hills, ice rinks and accommodations for the expected largest number of enthusiasts to invade the High Sierra in history.

Two new resorts, the Sugar Bowl and Donner Ski Lodge are opening Saturday for the first time, while other resorts, including Tahoe and Truckee are making ready for a bigger and better season.

Although the official opening of the Sugar Bowl will be delayed until January 7, it was announced this week that the elaborate playground will be ready for public use Saturday.

Peter Wenzel, a former European ski expert, announces that all is in readiness for the opening of the Donner Lake resort Saturday under the management of Herbert Bruck also a former Austrian ski star.

Wenzel, recently of New York where he was engaged in instruction arrived a few days ago and will aid at the Donner resort where many improvements have been made to take care of the large crowds expected to frequent this area.

Ads and articles on this page, the previous page and the next page come from the Sierra Sun, 1/4/40 unless otherwise noted.

USED CARS

These Cars are in perfect mechanical condition with first class paint, tires and upholstery.

ALL CARRY A GUARANTEE

1939 MERCURY	\$850
10,000 Miles—Like New—Heater—Side Wings—Seat Covers	
1937 FORD DELUXE SEDAN	\$425
Overhauled	
1937 CHEV. MASTER COUPE	\$425
1937 FORD PICKUP	\$395
Overhauled	
1937 FORD 112 In. STAKE BODY	\$395
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Saturday, December 16
RULERS OF THE SEA
 DOUGLAS FAIRBANKS, Jr., MARGARET LOCKWOOD

Sunday, December 17
OLD MAID
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Wednesday, December 20
ADVENTURES OF SHERLOCK HOLMES
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\$3.75 Round Trip to **CISCO**
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Lv. Oakland	4:25 A.M.
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Ar. Norden	10:02 A.M.
Ar. Truckee	10:25 A.M.

RETURNING

Lv. Truckee	3:50 P.M.
Lv. Norden	4:14 P.M.
Lv. Cisco	4:30 P.M.
Ar. Oakland	10:05 P.M.

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AT DONNER SUMMIT ON HIGHWAY 40

Saturday Night

DECEMBER 9, 1939

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The ad to the right comes from the Oakland Tribune 1/18/40

This is a Wonderful Hanness Schroll Story

Hannes Schroll, 1936 Mt. Ranier Olympic Trials

This story first appeared in our November, 2009 [Heirloom](#). It is so well written and so exciting that since we have an article about Hannes Schroll in this issue, this description of him at the 1936 Olympic Trials at Mt. Ranier bears repeating. See also center picture to the right.

"Americans did not know what skiing was until Europeans like Hannes Schroll came to America to show them "real skiing." Skiing in Europe was "so filled with thrills, spills, and unbelievable leaps that it leaves spectators gasping.

"At least that's the way Seattle folks felt about the exploits of a young Austrian, one Hannes Schroll [said one spectator] 'I hardly knew the front end of a ski from the south end of a post office, but I learned! I was planted half-way down the almost two-mile long course. From where I stood I couldn't see the top of the hill where the starters were, it was that foggy. The course was bumpy and steep. I hardly wanted to crawl down.

'Pretty soon the boys start to come down at one minute intervals...I knew Dick Durrance, of Dartmouth, when he came by. He was going like a hurricane. Some others coasted along. Then I heard a yell high above me. I looked up, and coming down through the fog like an eagle swooping down on a rabbit was No. 51 – Hannes Schroll. And he was yodeling at the top of his lungs!

'He jumped the first terrace like a deer going over a rail fence. Then he jumped another- and landed on one ski. His body was leaning over like an open jack-knife, and he was swinging his ski poles to keep from somersaulting.

'He must have skidded a quarter mile on that one ski, whooping and yelling all the time. As he passed me, his hat sailed through the air, and he whooped even louder. He was that glad to get both his skis back on the snow. Before he stopped, he – No. 51 – had passed No. 41, who had taken off ten minutes before.'"

"Hannes Schroll won of course," by almost two minutes. This was just one more win to add to his 87 European skiing awards.

Rotarian Magazine, February, 1936

From The November '09 [Heirloom](#), "Red's Story."

Sugar Bowl had a couple of ways of moving visitors from the Norden or Soda Springs train stations. Two Fords fitted out as half tracks with skis on the front were the main mode of transportation.

Two horses pulling a sleigh was another. Those horses worked well presumably, until one night a wrangler wanted to stay for drinks in the bar and so let the horses wander back to the barn in Soda Springs by themselves. The horses ended up on the railroad tracks and since this is a family newsletter and the story is sad, we'll stop there.



FEBRUARY, 1936



Hannes Schroll 1939

The world's record holder on the single ski is Hannes Schroll, now of the Sugar Bowl, who attained a speed of 95 miles per hour.
Sierra Sun January 4, 1940

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www.donnersummithistoricalsociety.org

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