

Memo to Ray Nelson
Dave Claar

Subject Meany history

From Walt Little

1. Herewith Meany outline history. It consolidates all my old notes, and I've added some from memory. Probably there are mistakes.
2. Also, herewith is a revised property map.

Meany Ski Hut

Outline History

1927

Mountaineer Skiers determined that another ski hut, additional to Snoqualmie Lodge, was needed. The background of this was to establish a string of mountain huts, similar to the Alps. The choices in 1927, had to be limited to areas served by railroads, there being no winter highways. A scouting committee travelled on the N.P.R.R., stayed overnight in a box car at Stampede, at the west end of the tunnel, skied across Stampede Pass, and found a site on the East End of Stampede Tunnel. The site chosen was later found to be the site of the construction camp, used in 1886-88 for construction of the Stampede tunnel. It was called Tunnel City; later the name was changed to Martin, when the N.P.R.R. established an operating base at tunnel mouth.

1928

Professor Edmond S. Meany, U of W, was president of the Mountaineers for 25 years. He was not a skier, however he purchased the land for the new cabin, 54 acres, for \$125 and donated it to the Mountaineers. Consequently the new cabin was named "Meany Ski Hut". See map for location.

Wood cabin constructed, 20' x 50', with main floor, and attic floor for dormitories. Kitchen at East End, heating stove at west. Coal from N.P.R.R. for fuel. Coleman lanterns for lights. Water piped from nearby creek. Lumber from Cabin creek sawmill. No inside living. Two outside pit toilets.

1929

First ski season (Dec 28 to Apr 29) Access by N.P.R.R.
passenger train. \$2 per round trip. Touring skiing.

1930

Add ponytry to West end - 8' x 20', one story, lean-to roof. Clear 2nd growth and brush from "Hell's Half Acre", a patch to North of "Lane" and at bottom of slope

1931

Two loggers hired with funds donated. Loggers cleared the "Lane", but left 3'-4' high stumps, and left down trees all criss-crossed. Unsatisfactory performance.

1932

Continue to straighten up mess left by loggers. Logs from down trees laid parallel on fall line of slope. Stumps still 3'-4' high.

1933

1934

1935

1936

1937

1938

Construct rope tow. Power was gasoline powered Fordson tractor. Maple driving rims bolted on to large rear wheels. Tractor propped up clear of floor. Tow hut made of logs cut from trees which came from "Lane" widening. Head pulley mounted on tree about 70% up hill. Vert about 280. No safety gate

1939

Dec 38 to Apr 39 First season with rope tow. Pattern of skiing changed from 100% touring to mostly tow hill skiing. Patronage at Meany approximately doubled

Summer 1939. Constructed 25' x 30' addition on East end of ski hut; 4 stories, basement, main floor, 2 dormitory floors in attic. New furnace in basement, kitchen moved to West end. Fuel is wood & coal in furnace, coal in kitchen. Inside toilets in basement, washing sinks in basement and kitchen, water supply line changed to enter new basement. Installed gasoline-generator and wiring for electric lights. Discarded Coleman lanterns. Put finish flooring, and inside lining in both new addition and old hut building.

Access to hut continues to be local passenger trains on N.P.R.R. Some park cars at Rustic Inn, on Snoqualmie highway, and ski 3 miles to hut.

1940

1941

1942

1943

Low snow year, 36" max. "Lane" skiing poor because of logs and high stumps. Extend "Mach" tow to new headpole at top of lane. Vert. now 340± Install safety gate

1944

Another low snow year, 30" max.

Summer - began program to remove all logs from "Lane" and saw stumps down flush with ground. Construct add'l drying room space in basement 10' x 10'

1945

Continue program to remove logs & stumps from "Lane". Install headpole on "Mach" tow at top of lane. Vertical now 380± Install safety gate.

1946

Rebuilt mach tow. Replace Fordson tractor driving system with chev engine; Boeing jig for base, and truck rear end for reduction gear. -BRRH 87b, gear ratio 6.7

1947

1948 Construct Generator Hut; move motor generator from pantry to Generator Hut. Hut is 6'x10' one story about 50' West of Meany Hut.

1949

Install new kitchen range, propane fueled.

1950

1951

1952

Easement granted to B.P.A for electric power transmission line across the Meany property. See map for location

1953

Bonneville Power Administration logs off transmission line Rt-of-Way, part on Meany property & part on adjacent U.S. Forest Service Property.

1954

B.P.A constructed transmission line, 287 kV. Cleared area added much variety to Meany skiing. Area christened "Lower Slobbovia" because it resembled the mythical country in Al Capp's cartoon strip.

1955

Reconstruct water supply dam. The power line contractor had destroyed the original dam, and rebuilt it very poorly. Contractor paid the Meany volunteers to rebuild it properly.

1956

Begin work to relocate and rebuild Mach Tow. Purpose to gain better access to Lower Slabovia, and better loading area at bottom of Lane.

1957

Complete relocation of Mach Tow. New headpole moved South and ground is 30' higher. New tow hut moved 150' North on ground 20' lower. Vertical now 430', Length 1,000'. New tow hut is frame construction; basement floor, main floor and Attic. Chev. engine unit moved from previous tow hut. Safety gate wiring improved.

1958

1959

1960

April 1960, Northern Pacific R.R. discontinued Passenger Train service, thus terminating access to Meany. Bombardier snow tractor rented from Symington with option to purchase \$460/mo. If tractor not adequate Meany discontinues

1961

Access to Meany by automobile to highway overpass near Rustic Inn, exit 62. Cars park on overpass ramps, from thence snow tractor conveys skiers to Meany. Some ride on tractor, most ride their skis and are towed behind the tractor. Snow tractor proved adequate; hauled max load of 82 skiers.

Feb. 1961, Purchased snow tractor - \$5448

Construct "Edifus Wreck" below RR track to serve as gas station for snow tractor

1962

Lower Lane bulldozed to improve approach to mach tow. Puget Power constructed power line up North Slabovia, under impression they were on BPA easement, actually they trespassed on Meany property. In return for easement Puget removed pole line, buried 7,000v line, bulldozed & sawed stumps.

1963

Constructed power line from Martin Station to Meony 2400 v 60hz 1Ø to bring power to Meony. Motor-gen now on standby. All Martin RR buildings now removed Improved ski return trail from Slabtown to mach tow,

1964

Mach tow. - New rope installed - \$400

Snow Tractor - New tracks - \$1400. New type grousers, endless belts composite of steel, cotton fabric & rubber (original tracks used through 1961, 1962, 1963, 1964; 4 seasons. In 1964 much belt breakage & patching.

1965

Mach Tow - Installed new, higher headpole. Changed driver hub to truck type tapered nuts. Vert on tow still 430'

1966

Hut - replaced original cedar shingles with corrugated galv iron roofing. Changed propane tanks from 400# size to 200# size. Now use propane to fuel kitchen stove. Widened access trail above NPPR tracks to permit vehicle access to hut. New footings under hut

Access - State Highway Dept posted signs prohibiting parking on ramps of overpass, exit 62.

OX - purchased 1954 Dodge Power Wagon, 4x4 - \$200, for use on property. Welded broken frame and ground valves.

1967 Hut - add East end fire escape and fire warning system.

Access - State Hwy Dept plowed parking space on road from exit 62 overpass toward Lake Kachees

Mach Tow - Replaced engine w/ 1964 Chev truck, 6 cyl, 230 ci. Also replaced transmission with 4 spd B1180

E13GM-T-3761930 gear ratios 7.06, 3.58, 1.71, 0.00, R6.78

1968

Access - Dickinson starts snowmobile rental operation near Milwaukee RR Xing. Plows access road to his operation, plows parking for Meany near Milwaukee tracks — \$200 State Highway plows parking in new area on SE corner of overpass, Exit 62.

1969

Access - Dickinson ceases operation. State Highway plows parking in SE corner of Exit 62 overpass.

Mach Tow - Construct midway tower; relocate safety gate wiring direct from midway tower to tow hut on 3 new poles. - Revised idler pulley on main drive.

Snow tractor - tracks installed in 1964 lasted 4 seasons but in 1969 much breakage & patching. New design belts made by Meany made of conveyor rubber belting. Bastron Std. 315 dacron 3 ply synthetic rubber

1970

Access State Highway discontinued snow removal from parking area Meany eked out by using road to Lake Kachess, with help from Rustic Inn and twice hired bulldozer from logger, and much manual shoveling.

Mach tow - Install new poly dacron tow rope (Plymouth I) on Feb 7, 1970. Proved defective. Plymouth replaces in March 1970 no charge (Plymouth II). New idler in main drive. Now 4 grooves in driver and 5 in idler

Ox New and larger bed.

1971

Hut Dig out additional drying room in basement 10 x 10. Put concrete floor in enlarged drying room 10 x 20. New chimney on furnace. Add West end fire escape.

Access State Highway plowed parking SE corner lot; money from U.S. Forest Service

Mach Tow - Plymouth II rope proved defective. Installed new rope. American mfg. Co. SS-R-200 poly dacron.

Negotiations with Plymouth for settlement for defective rope failed and Mountaineers filed lawsuit against Plymouth. Settled out-of-court for \$320.

1971 Continued

Snow Tractor: Taken to Seattle for rebuild. Installed rebuilt Chev 6, 292ci - convert to 12v system - install Chev 3 step hydrodynamic transmission - vertical radiator - new engine box. Later 3 crankshafts successively failed because of destruction of thrust bearing. Finally determined that automatic transmission was developing end thrust on engine; engine bearings not designed for this, and failed. Reinstalled old Chrysler 252 engine and stick shift transmission for 1971 season.

1972

Hut - Removed original drying room. Add wood storage under hut. Previous basement wood storage space converted to drying room. Water supply line changed 500' of 1 $\frac{1}{4}$ " black iron pipe to 2" plastic.

Snow Tractor Installed rebuilt Chev 6 cyl 292ci engine and 4 speed truck manual shift transmission. Replaced ring gear and bearings in steering differential.

Access State Highway plowed parking on SE corner lot. Money from State Parks.

Railroad NPPR & Burlington merge. Stampede route is now BNRR. 1973 Hut New sink, cold water only in basement.

Mach Tow added air actuated brake on idler pulley in main drive to ensure stoppage of ^{ton} rope when safety gate opened. Replaced 19" top pulley on headpole with 34" D.

Worm Tow New rope tow to a point about halfway up lane. Vertical about 160, Length about 450'. Very slow for beginners. Electric motor. Spare parts cost about \$300.

Snow Tractor Overhauled running gear, tires & bearings.

1974

Hut rebuilt water supply dam in Tombstone Cr. Replaced old 1 $\frac{1}{4}$ " black steel pipe with 2" plastic. Water supply line is now 500' of 2" galv steel and 1132 of 2" plastic. Moved Propane

Mach Tow Erect quarter pole halfway between tow hut & midway with hollards & hooks to raise tow ropes high above snow during unused periods.

1974, continued'

Worm Tow. Repowered with 7.5 HP electric motor and converter to enable 3 ϕ motor to run on 1 ϕ supply
Snow Tractor Complete overhaul of tracks and bearings.
 New tires on rear wheels.

1975

Hut new sinks & water in dorms. New sink & counter in dish washer
Access State Parks considering transfer of Sno Park from Exit 62 overpass to Price Creek. Many protests vigorously. New bill by Washington State Legislature establishes Sno Park system.

Mach Tow Overhaul engine, new camshaft, ground valves. New counterweight located in tow hut

Worm Tow Revise winch and takeup at head/pole (tree) Bridge across top of safety gate poles. On top of bridge a carrier pulley for return rope

Snow Tractor Jan 20 On Sunday evening outward trip at Yakima River bridge, broke con-rod in engine. Bad snow conditions contributed. Broken con-rod breached pan dumping engine oil. By bandaging pan, tying rope to restrain flailing con-rod, using 5 cylinders and 16 qts of oil, managed to run tractor out to overpass. In ensuing 3 days, volunteers assembled a replacement engine, and installed in tractor — no loss of weekend time. Autumn 1975, new roof, new driving axles, new muffler.

1976

Hut Grading all around building, particularly the Industrial Area. Eliminate rubbish dump over bank at East end.

Make holding bins for cans and glass at generator bldg.

Access State Parks locates sno-park in SE cor of Exit 62 overpass. Also will plow ramp & road leading to Crystal camp (0.4m). Many protests in vain against plowing road.

Snow Tractor Install bearings on exterior ends of driving sprocket axles to save wear on splines on interior ends

Mach Tow Replace 4 spd truck transmission. Replace all ballards. Improve safety gate at top.

1977

Access Sno-Park continues on SE Cor Exit 62 overpass.

Mach Tow New air compressor for operation of pneumatic brake on idler in main drive. Add shut-offs for "cooling fluid overheat" and "low engine oil pressure". Add new outside stop switch at bottom loading area.

Tomcat This machine, previously listed as "snow tractor" renamed to distinguish it from "Pack Rat" snow tractor. Add overspeed governor. Const. 14x17 concrete slab to facilitate maintenance.

Pack Rat For purpose of packing snow, purchased Thielkol Sprite at GSA auction, complete w/ highway trailer - \$4,800. Christened "Pack Rat". Sold trailer for \$1200. Install governor on engine, Ford Industrial 170 ci 4 cyl. Construct roller of galv corrugated iron, 30"D x 10 FT.

1978

Hut Improved plumbing and shut off valves where supply line enters basement under hatch in men's toilet.

Access Sno-Park continues at SE cor exit 62 overpass.

Tom Cat Jan 23-24 Bolt on forward left-hand bogie set failed. Replaced overnight with new and stronger bolt.

1979

Hut Add electric water heater; existing propane fueled water heater insufficient capacity. New locks, bars and road gates all around to deter potential thieves.

Mach Tow Install 2 underground 500 gal. gas tanks to replace barrel storage; pump & plumbing. New motor on compressor for air brake. New rings and grind valves in tow engine.

1980

Hut Power connection to BNRR temporarily interrupted by falling tree. Connection restored temporarily, but BNRR advises their power line over Stampede Pass is to be abandoned. Construct new shop bldg, christened "Cat House", 12x12, 1st fl, 2nd fl and attic. Move all tools and hardware from basement to "Cat House".

Mach Tow Install new tow rope. Last one installed March 1971 approx 9½ years use - old rope still usable on Worm Tow.
Tomcat Replaced rubber track belts, some grousers. Old belts installed in 1969 - 11 years. Material is Goodyear Pylon 3150 synthetic rubber. 3 nylon plies. Rated strength is 315# per inch of width.

Pack Rat Replace rubber track belts.

1981

Hut opened only 3 week ends during ski season, snow deficient. Construct power transmission to connect Mearny system to Puget Sound Power line on south side of Mearny property. About 500 ft; transformers to convert supply at 7000 v to 2400 v. Meter at point of tie to supply line.

Railroad BNRR revised trackage at East end of Stampede to substitute one track for three, and lengthen radius of curve.

Mach Tow New mounting for lower pulley at tow hut to control rope twist.

1982

Hut Convert ex-shop space in basement to First Aid and drying room. New concrete slab 16'x20' to facilitate maint on Pack Rat.

Access Sno-Park ticket price now \$7.50 per season.

Mach Tow Realign 4"x4" steel track on front of tow hut.

Add 7'x8' lconio on N corner of tow hut for gas pump station and line hardware storage. Construct wheelways in basement of tow hut for winter storage of ox
Ox repair brakes.

1982 Continued

Tomcat overhaul engine. Replace track bolts. Repair running gear, particularly front bogies

Pack Rat remove and service differential and rear axles.

1983

Hut graded area on North side of hut to get more flat area. New picnic area.

Mach Tow Revise interior of tow hut

Pack Rat Install new radiator

1984

Hut Woodshed added to North side of basement 8'x24'
Mens dorm improved rebuilt bunks, new sinks and hot water supply. Donated carpet laid in all dorms
Fire control sprinkler system in basement

Access Sno-Park moved to Price Creek. Sons of Norway and Meany obtain USFS permit for private parking lot near Exit 62 overpass. Meany provided steel gate, Sons of Norway did needed grading Sno removal by hired bulldozer. Cost for some divided

1985

Hut Rewired all basement electric circuits all of which were overloaded. Install new electric control panels and switches in pantry. Power supply to cathouse put underground. Construct new structure on East end, combining fire escape, front entrance, basement entrance, and ski room. Replaces inadequate front porch. Everybody scared by two nearby forest fires

ACCESS Sons of Norway improved grading at parking lot entrance

RAILROAD BNRR stopped use of Stampede tunnel

TELEPHONE Pole line over Stampede deteriorated, therefore abandoned construct new telephone line through Stampede tunnel to a connection with telephone Co. at West end of tunnel

1986

HUT Fire prevention sprinklers installed in kitchen and near chimney. Add dead end hardware on trees supporting power line between hut and tow. Disconnects added at Power pole at Mach Tow. Remove danger trees near hut. Trash cleaned from areas near hut to aid in stopping ground fire
MACH TOW Construct control tower, as required by insurance policy & lift safety codes.

MACH TURTLE TOW Short, slow tow planned for beginners. Clearing and grading of site. (See map)

1987

HUT Revise kitchen. Add fire prevention sheeting. Revise plumbing. Move range from West wall to South wall. Move hot water tanks.

SUPERWORM TOW New rope tow where Worm tow used to be. Parts donated by Crystal Mountain ski area. Electric Motor 20 HP. Vertical 160' Length 510. Goes faster carries more people than Worm. Medium speed.

MACH TURTLE TOW New rope tow made with parts donated by Crystal Mountain and salvaged from Worm tow. Electric Motor, 7.5 HP Vertical 30', Length 190' Speed, very slow.

1988

ACCESS Clear for winter road to By Pass bridge site on Mosquito Cr.
RAILROAD In July, fire destroyed portal structure and snowshed at East end of Stampede tunnel. Meany is close to this portal, and had the fire spread, could have burned, also. About 900' of Meany telephone destroyed. RR tracks destroyed for perhaps 500'. Public fire prevention groups extinguished the fire quickly.

TELEPHONE Rebuilt 900' of telephone line.

DX Replaced frame with frame from wrecked truck in Othello, plus much maintenance

1989

HUT Construct new 4000 gal septic tank and 400 l.f. of drain pipe. Construct new gasoline storage station near cathouse. For description, see below under Mach tow. Refurbish Telephone Cabin.

ACCESS Sno-Park moved from Price Creek to Crystal Springs rockpit, located about 0.5m West of Exit 62 overpass. Meany will use this and will terminate use of private lot near overpass.

RAILROAD In July, fire burned portal structure and fan house at West end of Stampede tunnel, including about 1500' of Meany's telephone line.

TELEPHONE Phone ^{Co} replaces burned up line and restores service

MACH TOW Because of new code restrictions against buried fuel tanks, dug up 2 buried 500 gal gasoline tanks, cleaned, painted and reinstalled in two locations, one near cathouse, one near tow hut. Each station a 10x10 conc. brick building, complete with wiring, plumbing, and pump.