

## Snoqualmie Ski Bowl A Traffic Builder

**T**HE attracting of 1,000 skiers a day instead of an anticipated 300 is the record established by the Snoqualmie Ski Bowl which the Chicago, Milwaukee, St. Paul & Pacific opened to the public at Hyak, Wash., on January 9. This bowl was constructed by the Milwaukee as a means of developing passenger traffic among the estimated 95,000 ski enthusiasts in the vicinity of Seattle, Wash., and Tacoma. Its success has been due to the efforts of the railroad's personnel and, in no small measure, to the natural enthusiasm of the public. One of its influential sponsors has been a business college which is located in Seattle and Tacoma and which provides recreational activities for its students. Another has been the Parent Teachers' Association at Seattle, which endorsed the bowl because students could ride safely on trains instead of subjecting themselves to the dangers of snow-covered mountain roads leading to other ski slides.

Snoqualmie Ski Bowl is just east of Snoqualmie tunnel, 61 miles east of Seattle, 80 miles east of Tacoma and 248 miles west of Spokane on the main line of the Milwaukee in the Cascade mountains.

### Courses for Both Novice and Expert

This "skiers' paradise," consists of several courses, designed to meet the requirements of both the novice and the expert, a ski trail and tow and a lodge, all of which are electrically lighted for night use. The courses consist of snow hills and slides for the beginners and five courses of from 1,200 to 1,600 ft. in length for more proficient skiers. The latter, which terminate in a large area or bowl at the base of the hill, have been named the Olympian, the Hiawatha, the Pioneer, the Arrow and the Chippewa, after trains operated by the Chicago, Milwaukee, St. Paul & Pacific.

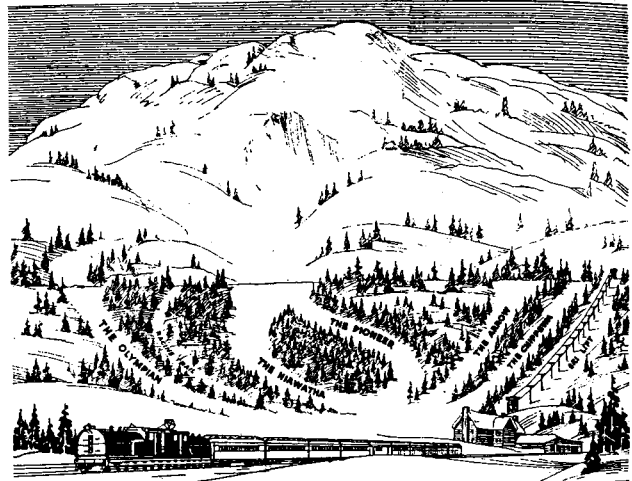
The ski trail, called Racine Trail, is designed to afford an easy ascent to the starting point of these courses. It is supplemented by a ski lift, an electrically-driven cable to which are attached handles which the skier can grab and be hauled up the hill at the rate of 4 m.p.h. It is operated as a concession by a resident of Seattle at the rate of three rides for 25 cents, or \$1 for a day's usage.

The two-story lodge, constructed by the bridge and



A Two-Story Lodge Was Especially Designed For Skiers

building department of the railroad, is especially designed for skiers. On the lower floor are a waxing and drying room for skiers, check rooms, toilet facilities and a store concession where skis or shoes or other equipment may be purchased or rented. Benches occupy the wall space. A double stairway leads to the upper floor, on the east wall of which is a large fireplace. Against the west wall is a gramophone which provides music for a dance floor and at the same time supplies music to outside amplifiers that are directed toward the ski activities. A long circular lunch counter, also operated as



a concession, dispenses coffee and sandwiches. An exit from the upper floor by way of outside steps makes it possible for a skier to step out on the snow at any level and ski directly from the lodge to the courses. A covered platform extends from the train to the lower floor of the lodge.

### Special Trains Operated

In arranging service to and from the ski bowl the comfort and enjoyment of passengers also has been insured. On every Saturday and Sunday, weather permitting, two trains are operated. The Early Bird leaves Tacoma at 5:45 a. m. and Seattle at 7 a. m., and arrives at the bowl at 9:15 a. m., while the Morning Ease leaves Tacoma at 8 a. m. and Seattle at 9:15 a. m., and arrives at the bowl at 11:30 a. m. Both trains leave the bowl at 6 p. m. and arrive in Seattle at 8:15 p. m. and Tacoma at 9:30 p. m. Overnight service is provided from Spokane.

On each Friday night a train leaves Seattle at 5:45 p. m. and arrives at the bowl at 7:45 p. m., while returning it leaves the bowl at 10 p. m. and arrives in Seattle at midnight. The night train operated on January 14, according to the Milwaukee's announcement, was the first moonlight ski train ever to be operated. In addition to these trains, others are operated on week days and evenings for special parties. The round trip fare from Seattle is \$1.70 and from Tacoma \$2, while party fares are also available.

A baggage car on these trains is equipped with racks so that skis can be checked for a nominal charge. A recreation car provides room for dancing.

An interesting side light on this venture is the discovery that at least 35 per cent of the patrons of the ski trains have never been on a train and these excursions provide their first introduction to railroads.