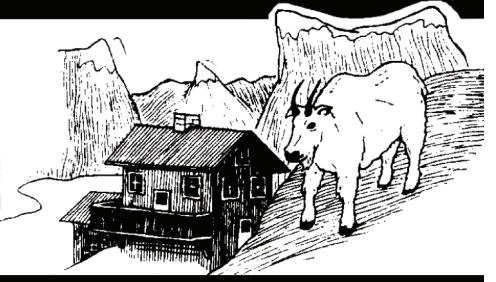


THE INSIDE TRAIL



Voice of the Glacier Park Foundation Fall 2019 Volume XXXV, No. 2

THE ROAD

*The Park Service Proposes
a New Management Plan
for Going-to-the-Sun
Highway*



*West Entrance Video Cam,
Glacier National Park*

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Pondering the Plan for Going-to-the-Sun

In an article in this issue, Glacier's first naturalist George Ruhle is quoted bemoaning the conditions at Logan Pass. He cites "idle strolling on the insubstantial terrain by great hordes," the "din of traffic," and "exhaust from thousands of motors." He ponders: "What can administration do to grapple with the problem? How can it graciously control excessive crowds and discreetly channel the movement of visitors to minimize the effects?"

Those quotes are from 47 years ago! Managing Going-to-the-Sun Road well is a timeless and intractable

dilemma. The Road is one of the most beautiful in the world. It's one of the few roads anywhere which was built primarily for sightseeing, rather than to get from place to place. Use of the corridor and its trails by the public is a bedrock value, and so is preservation of the environment. The balance between those values has to be constantly pondered and calibrated.

The Glacier Park Foundation commends the National Park Service for the care with which it drafted its new Management Plan for the Road. The process took years, and the Park Service admirably engaged in careful

study and long debate as it considered various options.

We approve most of the Plan, but we question the wisdom of some of its proposals. Our Board of Directors submitted extensive comments to the National Park Service, as summarized in this issue. Principally, (1) we think that the proposed parking-permit system is fraught with difficulties that may actually worsen the parking problem; (2) we think that mandating one-way traffic on the Highline Trail is unsafe; and (3) we think that the old-growth forest campground at Avalanche should not be converted to parking.

We strongly approve the Plan's flexibility and its emphasis on adapting management as conditions change. Further study and ongoing public discussion of management options for the Road and its corridor are very important. The Glacier Park Foundation's hundreds of Glacier alumni look forward to taking part in that ongoing discussion.

"What can administration do to grapple with the problem? How can it graciously control excessive crowds and discreetly channel the movement of visitors to minimize the effects?"

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The Glacier Park Foundation was formed by Glacier Park employees and visitors who have a deep love for this special place. The Foundation is committed both to the importance of wilderness preservation and to the importance of places like Glacier as classrooms where people can experience wilderness in intense meaningful ways, learning not only a love for the land, but also a respect that nurtures the skills necessary to preserve that land. The Foundation has a special interest in Glacier Park's history, traditions and visitor facilities.

The Inside Trail takes its name from the famous old trail which connected Glacier Park Lodge with the vanished chalets at Two Medicine, Cut Bank, and St. Mary. The name thus emphasizes the publication's focus on the lore and history of Glacier National Park. We invite submission of historical, scientific, or anecdotal articles, commentary, poetry, or artwork for publication in future issues.

The New Park Service Management Plan for Going-to-the-Sun Road

Going-to-the-Sun Road is the principal venue in which the visiting public sees Glacier Park. Some 60% of visitors to Glacier take the Road. It is a National Historic Landmark, featuring spectacular alpine views, remarkable engineering work and striking stonework.

Glacier has seen dramatic increases in visitation in recent years. Almost a million more people visited Glacier in 2017 than in 2015. A million visitors passed through Glacier in one month (July 2017) – a record for any western National Park.

The boom in visitation has caused increased congestion on the Road. The

The National Park Service has been engaged for several years in studying management options for the Road. Scoping documents were published and public comments were solicited by the Park Service in 2013. Preliminary Alternatives were published in 2015, and Park Service staff has been refining them since.

In September 2019, the Park Service published its Going-to-the-Sun Road Corridor Management Plan Environmental Assessment. It invited public comment for a 60-day period, through November 6. The Plan includes a No Action Alternative and a Preferred/Proposed Alternative.

Preferred/Proposed Alternative

The Park Service offers a Preferred/Proposed Alternative for future management of the Road. It proposes a set of “initial management actions,” including (1) an expanded shuttle system, with longer hours and more stops; (2) an additional 400 parking spots; (3) a timed entry parking permit system for Logan Pass and at the St. Mary Falls/Virginia Falls area; (4) one-way hiking on the Highline Trail; (5) construction of some additional trails; and (6) temporarily converting some or all of Avalanche Campground to parking spaces at peak season.

If these initial actions are unsuccessful in reducing congestion, the Park Service would consider additional actions. They might include a parking reservation system for the entire corridor and a reservation system for hiking some trails. Management actions would be calibrated in response to some thresholds and other indicators (e.g., numbers of people and vehicles at specific locations, trail conditions, shuttle wait times).

Transportation and Parking

The Preferred/Proposed Alternative would expand the hours of shuttle services to run from 6:30 AM to 9:00 PM. It would add shuttle stops at several locations (e.g., Fish Creek, Johns Lake, Big Bend). It also would consider approving unguided commercial transportation services, primarily to expedite getting hikers to trailheads.

The Park Service also proposes a phased parking permit system, to be used initially at Logan Pass and at the St. Mary Falls/Virginia Falls trailhead. Advance reservations would be required: some available long in

Almost a million more people visited Glacier in 2017 than in 2015. A million visitors passed through Glacier in one month (July 2017) – a record for any western National Park.

Logan Pass parking lot has been full as early as 7:30 AM. At the West Glacier entrance station, traffic has sometimes backed up for nearly a mile, to Highway 2. Rangers have had to wave cars through without collecting fees or offering orientations, to forestall backups onto the highway.

Meanwhile, the number of hikers has increased on the 26 trails connected to the Road. This has been true especially on the Highline (714 hikers on an average day in 2018), the Hidden Lake trail (1,364), and the Avalanche Lake trail (1,482). Path widening, profusion of informal trails, and problems with litter and human waste have grown more acute as a result.

The No Action Alternative

The No Action Alternative would maintain free shuttle service on the Road, at current levels. The shuttle buses have been active since 2007. They carry about 10% of visitors who use the Road (some 227,000 in 2017), and it's estimated that they eliminate 5% of vehicles that otherwise would make round trips.

The No Action Alternative would maintain the status quo of 16 shuttle stops and of some 2,000 parking spaces available along the Road. It would be projected to yield continuing congestion, wave-throughs at West Glacier, temporary closures at Logan Pass, and other difficulties, as in recent years.

advance, and some reserved for short-term purchase (e.g., on-the-day-of, day-before, or week-before the time of use). Permits would be issued to begin at a specific time and would be valid for a specified time.

The Park Service proposes to set aside two parking spaces at Logan Pass as

Trails

The Park Service proposes to make the southern Highline a one-way trail at peak season. When thresholds are reached, hikers would be permitted only to travel northward from the Logan Pass trailhead. A timed-entry permit system would be implemented to manage use levels on the trail.

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charging stations for electric vehicles (EVs). The stations would be charged by solar panels.

The Park Service would monitor conditions at other parking sites in the Corridor (e.g., Avalanche, Big Bend, St. Mary). It would implement permit systems there if deemed necessary. The Plan's declared objective is "to ensure the highest possible use of the existing available parking."

The Park Service proposes to add some 400 parking spaces in the Corridor. It would add a 100-space parking area at the West Glacier Ball Field, 40 spaces at St. Mary's 1913 Ranger Station, and 10 spaces at the St. Mary Visitor Center. These spaces all would be used primarily by people transferring to shuttles.

Most significantly, the Park Service proposes adding more than 200 parking spaces at Avalanche. As demand increases during the season, (1) the picnic area would be converted to parking; (2) campground Loop A would be temporarily closed and used for parking; and (3) the entire campground would be temporarily closed and used for parking.

The Park Service proposes to add a cutoff trail from the Highline to Big Bend on Going-to-the-Sun Road. This cutoff trail would leave the Highline near Haystack Butte, and thus near the midpoint of the leg from

Logan Pass to Granite Park Chalet. It would allow a "bailout" option for northbound hikers, and it would be mandatory for southbound hikers coming from Granite Park.

The Park Service proposes managing the Gunsight Lake trail "for a lower level of use to offer opportunities for solitude." A permit system might be implemented there. Hikers would be encouraged to walk from the Gunsight Lake trailhead at Jackson Glacier Overlook to Sun Point, rather than to Florence Falls and Gunsight Lake.

The Park Service also proposes to re-open historic trails from Siyeh Bend to Lunch Creek, and from Lunch Creek to Logan Pass. These trails (originally a horse trail and a construction road used in the creation of Going-to-the-Sun) have long been unmaintained. They would provide an alternative route to take pressure off the Hidden Lake trail and the Highline.



GPF's Response to the Plan

The National Park Service recently invited public comments on its Management Plan for the Going-to-the-Sun Road Corridor. The Glacier Park Foundation's Board of Directors studied the Plan and submitted extensive comments.

GPF's 21 directors all have extensive personal experience with the Road and with surrounding sites and trails. Some have experience especially pertinent to parts of the Plan. Linda Young Kuhn is a former Avalanche Campground ranger, and Jeff Kuhn is a longtime instructor and former acting director of the Glacier Institute Field Camp. Mark Hufstetler and Janet Eisner Cornish were principal authors of the Park Service's Going-to-the-Sun Road Cultural Resource Inventory and Cultural Landscape Report (2002). Ray Djuff is the author of several history books on Glacier and is currently writing a history of the Red Buses. Mark Hufstetler and Tessie Bundick also are historians. Paul Hoff and Jeff Kuhn devoted their professional careers to environmental work for state environmental-protection agencies.

GPF's Board commended the Park Service for the depth of study and thought that went into the Plan. The Board noted the complexity of the issues arising from increased visitation. It stated that the Park Service "has handled these issues commendably, with measured professional responses, avoiding overreaction."

GPF voiced its support for many elements of the Plan. It approved "the general approach of stressing flexibility and adaptive management

action." It offered some criticisms, stating: "We offer them in a collegial spirit. Generally, we view them as counterpoints which may have been overlooked in a complex analysis, rather than as differences in philosophy."

The Shuttle System

GPF gave qualified support to expanding Glacier's shuttle system, as proposed in the Plan. But it urged "ongoing assessment of the shuttle system's overall impact on Glacier's roads and trails. On the one hand, it beneficially decreases vehicle traffic; on the other, it promotes increasing foot traffic in sensitive alpine areas (Logan Pass, the Hidden Lake trail, and the Highline)."

To relieve pressure on those areas, GPF urged that the shuttle system

GPF saw merit in the Plan's proposal for decreased use and solitude on the trail to Florence Falls and Gunsight Lake. But it continued: "[T]hat value may have to yield to the need for alternative hiking destinations to take pressure off the trails at Logan Pass. GPF concluded: "The scale, focus and impact of the shuttle system is a very challenging issue that requires ongoing study and discussion."

Parking Issues

A principal criticism expressed by GPF involves the proposed parking-permit system for Logan Pass and other locations. GPF stated that the proposal "is well-intentioned. However, we're concerned that such a system would have unintended consequences that would worsen the problem, anger much of the public,

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"incorporate a focus on alternative visitor experiences." GPF endorsed the Plan's proposal to reopen the spectacular, historic trail from Logan Pass to Siyeh Bend. It urged emphasis on other shuttle destinations, including Sun Point, the Piegan Pass/Preston Park/Siyeh Pass trail complex, and potentially a reconstructed trail to the old Heaven's Peak fire lookout.

and generate huge administrative burdens."

GPF explained: "Large numbers of reserved parking spaces likely would stand empty, while frustrated drivers circle the parking lot. Permit holders will be delayed in reaching their spaces by the assigned time, due to traffic backups and for other reasons. Some permit holders' plans will change, and they won't come at all.

GPF extended thanks to the Park Service for allowing an extended 60-day period for submission of public comments.

Others will leave early. The sight of empty but inaccessible spaces will frustrate and anger much of the public.

“A permit system would need large numbers of Park Service personnel to generate permits and oversee compliance. Compliance is likely to be a nightmare, with rangers forced to invest many hours policing violations. What happens when vehicles park without permits in assigned spaces, prior to the permit-holder’s arrival, and the violators go hiking? Is towing of vehicles a feasible option (moving tow trucks through heavy traffic, and leaving violators stranded at the Pass)? If not, how do you accommodate the permit-holders who find that they have no spaces?”

“The number of violators pulling into vacant spots without a permit is likely to be large. Many scofflaws already park illegally around Logan Pass, being willing and able to pay a large fine so as to hike without having to wait for a legal spot. Other drivers will violate the system unwittingly, and be indignant over fines. Enforcement certainly will be labor intensive, and likely will be a nightmare.

“In summary, we think that a permit system is unwise, and likely unworkable. The parking problem at Logan Pass and elsewhere would be better addressed through metered, paid parking, with significant numbers of

spaces limited to short-term stays.”

GPF also questioned the wisdom of barring all overnight parking in the Going-to-the-Sun corridor. It called for data on the extent of overnight parking, and it urged that some overnight parking be allowed, with permits. GPF elaborated as follows:

“This is a safety concern, for mountain climbers making late descents and for backcountry users unable to access vehicles or a shuttle in case of an emergency. Is there data on the average number of vehicles parked overnight? We question whether that number is a significant fraction of the 2,000 spaces in the corridor.

“Overnight parking in some locations with very few spaces (the Loop, Siyeh Bend) might be minimized by requiring a permit. If data shows significant overnight parking at Logan Pass, it might be controlled in a similar manner. If conditions warrant, parking permits could be distributed through a lottery, as advanced backcountry permits presently are.

“Educational efforts are important on this point. Backcountry users and chalet guests should be encouraged to use the shuttle system or get a ride so as not to take up scarce parking spaces.”

Electric Vehicles at Logan

Another parking-related issue is the Park Service proposal for charging

electric vehicles (EVs) at Logan Pass. The Plan would dedicate two Logan Pass parking spaces exclusively to charging. GPF strongly endorsed promoting EVs and reducing carbon consumption, but urged the Park Service to modify the Plan:

“We strongly support the general goal of promoting the use of electrical vehicles (EVs) and of reducing carbon combustion. We recognize the importance of providing charging stations for EVs at convenient locations in the Park and its periphery. We also recognize that Glacier, with its pristine air, can play an important role in promoting the use of hybrids and EVs.

“However, we question the wisdom of dedicating two scarce parking spaces at Logan Pass exclusively to charging electrical vehicles, as suggested in the Plan. Those spaces usually would be empty, causing irritation and cries of “political correctness run amok!” from circling motorists seeking scarce spaces.

“Some additional counterpoints to the wisdom of putting charging stations at Logan Pass are these: (1) EVs don’t need to recharge at the Pass, since regenerative braking on the downslopes will recharge them amply to reach charging stations at Lake McDonald, West Glacier, St. Mary, and elsewhere; (2) solar-powered charging stations at Logan Pass likely would frequently fail on cloudy days (as do the Park Service’s solar-powered radio repeaters serving Two Medicine and Many Glacier); (3) non-solar-powered charging at the Pass would require the installation of cabled infrastructure and electrical current generated in part from

carbon combustion; and (4) large solar panels at the Pass would have a negative aesthetic visual impact.

“A better green initiative would be to reserve two parking spaces at Logan Pass for use by EVs and by hybrid vehicles. This would ensure that the spaces are accessible and almost always full, giving pro-EV optics without perverse dynamics that alienate the public.”

The Highline Trail

GPF opposes the Plan’s proposal to require one-way (northbound) hiking traffic on the southernmost few miles of the Highline. GPF’s objection to this proposal is grounded largely in concerns for hikers’ safety. GPF reasons as follows:

“Mandating one-way traffic on the Highline would be hazardous to hikers, due to quickly changing weather conditions, potentially dangerous wildlife encounters, and other circumstances requiring hikers to turn back unexpectedly.

“Weather changes quickly in this alpine environment. Lightning and thunderstorms, sudden high winds, torrential rain or snowfall, and plummeting temperatures are frequent, making it necessary for hikers to curtail a hike and return to shelter.

“This trail is often frequented by wildlife, in particular mountain goats, bighorn sheep, and bears. Encountering aggressive male goats or female grizzlies with cubs on the trail could lead to dangerous encounters, if hikers feel unable to retreat because of the rule of one-way travel on the trail.

“Hiker injuries, late starts, slow hiking by inexperienced hikers, the onset of darkness, and inappropriate clothing or equipment could also lead to a dangerous situation, if hikers are not able to return the way they came.

“Very few trails in the world, including the most challenging ones, allow only one-way travel. This option would be hazardous and should not be employed on the Highline Trail.”

GPF also opposes construction of a cutoff trail from the Highline to Big Bend, which would facilitate the one-way traffic requirement. GPF argues: “This trail segment would essentially be a cut-off trail and would allow a shortened version of a Highline Trail hike. It would entice many more visitors looking for a short hike at Logan Pass to venture out onto this trail. It therefore would have the effect of increasing overall traffic on the Highline. It would lure many families and casual hikers onto the most potentially dangerous section of the trail.”

Avalanche; Glacier Institute

GPF opposes conversion of campground sites at Avalanche to parking spaces at peak season. It reasons: “We object to closing a campground during peak visitation in favor of added parking. Park campgrounds fill early during peak season. Camping within the Park is a unique experience, especially in this spectacular old-growth forest at Avalanche ... the only area of its kind in the park or the region.”

GPF also argues for reducing the number of new parking sites at the West Glacier Ball Field to 50, rather than 100 as proposed in the Plan. It explains: “Such a large parking area in this location would add significant congestion and have a negative impact on the Glacier Institute Field Camp, horse concession, and use of the trailheads beyond the Quarter Circle Bridge. Use of this area for a major parking lot warrants strong concern.”

GPF supports developing a parking area outside the Park, near West Glacier, as an alternative to more sites at the West Glacier Ball Field and at Avalanche. Shuttles and commercial transport services could pick up passengers in an area outside the Park. Parking pressure at Avalanche could be addressed through conversion of many spots to metered, short-term parking.

GPF extended thanks to the Park Service for allowing an extended 60-day period for submission of public comments. GPF’s Board recognizes that the issues facing Glacier are complex and challenging, and commends the Park Service for its thoughtful and temperate approach to handling those issues.

A Highway in the Clouds

Glacier's Going-to-the-Sun Highway



(Photo published courtesy of Ray Djuff).

By Tessie Bundick (Many Glacier 1972-73, 76-80)

In a 1930 press release, a reporter praised the merits of the Theodore Roosevelt Highway which ran across much of the United States and had a section right below Glacier National Park, running from Glacier Park Station to Belton, in Montana. He also went on to describe another transportation route that was being constructed, that went through the heart of the park, over the Continental Divide. The article proclaimed, "Another highway, a skyline route up above the clouds in places, one that will extend right through the center of Glacier Park, is to be completed later. The U.S. government is building this road, which is heralded as a Rocky Mountain route of unsurpassed scenic splendor."

Glacier National Park's grand transmountain automobile road was being built by the Bureau of Public Lands in conjunction with the Department of the Interior. Congress had supplied an annual appropriation in the early 1920's to begin the project. It was felt that a way to be transported by motor vehicle through the middle of the park would allow many more people to enjoy the glorious vistas than the limited number who availed themselves of the trail rides or hiked.

A survey was undertaken by the Bureau, and the route was refined by the National Park Service architects, to make certain that the proposal would be as environmentally friendly as possible. Some of the land that the project traversed was private property and had to be purchased, especially along the shores of Lake McDonald, situated on the west side of the park.

This amazing feat took years to complete and was an engineering marvel.

At first, the name of the project was just called the Transmountain Road. Congressman Louis C. Cramton suggested ... that the magnificent new construction miracle be called Going to the Sun Highway.

The phrase, theoretically, was taken from an ancient Blackfeet Legend.

After all, the road had to climb up to the height of 6646 feet at its topmost point, Logan Pass. Working conditions were very difficult. The hardy builders lived in tent camps and food and supplies had been brought up to them mostly by horses and mule packs. Rock sections could only be dynamited in small increments so that large chunks of the environment would not be destroyed. When machinery was deemed too large to be used, rocks had to be removed by hand or horses.

The highway was pieced together in sections. In 1931, for example, two contracting firms agreed to build from opposite directions. Colonial Building Company of Spokane, Washington, was to lay 5.72 miles of 18 foot standard road from Logan Pass eastward for \$385,365.50. A. Guthrie Company of Portland, Oregon, was hired to build 4.478 miles of the route westward from St. Mary's Lake at a cost of \$200,178.70. Progress was made and by 1932, with construction going so well, both companies' com-

mitments were honored and completed. Finally, by the fall of 1932, the entire 51 miles of this exciting conveyance was ready enough for traffic to test it out.

At first, the name of the project was just called the Transmountain Road. One version concerning the name that was finally given to it was that Congressman Louis C. Cramton suggested to Glacier Superintendent J. Ross Eakin (1921-24, 1927-31) that the magnificent new construction miracle be called Going to the Sun Highway. The phrase, theoretically, was taken from an ancient Blackfeet Legend. The name was thought to have a particular ring to it, and was especially appreciated by the advertising department of the Great Northern Railway, a company that had built hotels, one at Glacier's entrance and another in the interior and whose railroad brought tourists to the Park.

Opening ceremonies took place on July 15, 1933 at Logan Pass. Four thousand people attended, including many dignitaries, along with repre-

sentatives from the Blackfeet, Kootenai and Flathead tribes, peoples indigenous to the Glacier area.

Construction, of course, did not end in 1933. The road is subjected to harsh winter conditions and so much wear and tear that it had to be constantly repaired. In 1934, much of the funds allotted for Going to the Sun Highway was spent on surfacing, oiling new sections and reoilng worn spots. Oiling kept the gravel toppings from getting so dusty. Often the route had to be graveled, which consisted of a heavy base of course gravel topped by crushed top run rock. By 1938, asphalt began to be laid on the highway, and by 1952, the entire 51 miles was paved. Other improvements included lining the tunnel leading to Logan Pass with concrete and so on and on until the present day.

This mighty effort of many people to bring so much pleasure to tourists, winds its way through some of the most stunning mountain scenery in the United States, if not the world. It is extremely popular with the vacationing public. And everyone who has the opportunity to traverse its beautiful length should be very grateful to the vision of those foresighted Congress people, architects, engineers and workers who struggled so hard to give travellers such a breathtaking trip along the beautiful highway in the clouds.

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Riding the Road with Dr. Ruhle

By John Hagen (*Many Glacier 1970-1980*)

For generations in Glacier Park, the “Ruhle Guide” was the standard handbook which almost everyone used as a source of information. The Guide was written by Dr. George Ruhle, Glacier’s first naturalist. It was published under various names, in various editions over six decades.

Dr. Ruhle was a broadly talented man. His Ph.D. was in nuclear physics. He came to Glacier in 1929, and quickly mastered the Park’s intricate geology, zoology and botany. He was an avid outdoorsman, who visited and scrutinized all Glacier’s trails. He wrote picturesque and vigorous prose.

Howard Hays, the president of the Glacier Park Transport Company, asked Ruhle to prepare instructional manuals for use by his red-bus drivers.

Glacier National Park was published in 1949.

The Park Service later sent Ruhle to Crater Lake National Park and to parks in Hawaii. In 1969, he returned to Glacier. He hiked or rode every trail in the Park, updated his Guide, and republished it in 1972 as *Roads and Trails of Waterton-Glacier National Parks*. It was again republished in 1976, and yet again in 1986 (with revisions by naturalist Becky Williams).

As we ponder the future of Going-to-the-Sun Road, it’s a pleasure to pull out Ruhle’s Guide and see it through his eyes half a century ago. He offers a vivid travelogue and a naturalist’s interpretation, milepost by milepost, from West Glacier to St. Mary.

In Ruhle’s first summer of 1929, the Halfmoon Fire burned 100,000 acres on both sides of the Middle Fork of the

Pacific Coast climatic peninsula.” He vividly describes the understory: “A misty haze of loose panicles of lacy foamflower hangs over a billowy cushion of oak ferns, and solitary chalices of queencup are scattered at random. For the poetic soul seeking quiet and solitude, soft banks of moss drape duff, rocks and prostrate logs; beard lichens sway in rhythm with branches bending in gentle winds; and wolf lichen adorns lifeless boles and limbs with chartreuse-green artistry.”

He gives us history, too. Lake McDonald’s ancient name was Sacred Dancing Lake, “given by the Kutenais who came to its shores in summertime to perform their ceremonial rites.” The earliest name applied by Europeans was Lac du Peches [“Lake of Fishing”], which “appeared on remarkably good maps prepared by the Belgian explorer, Father de Smet.” The first English-language maps, in the 1870s, called it Terry’s Lake [after General Alfred Terry, of Little Bighorn fame].

Proceeding up the road, Ruhle discusses wildlife: “Bear are scarcer than formerly because strong measures had to be taken to control their appearance among visitors, whose irresponsible behavior led to incidents. To protect bears from human folly these attractive habitants had to be removed to remote regions. ... At night porcupines can be a nuisance on the pavement, and the bright eyes of packrats reflect the gleam of headlights as they scamper in front of one’s car.”

Surveying the “treeless swaths” on Mt. Cannon, Ruhle describes how avalanches “are set into motion by overbalance, tremors or acute noise. The air blast of an avalanche snaps trees far ahead in the course as the relentless

[This] Guide is an inspiration to pursue the hard work of weighing options for the management of the Road.

Ruhle composed the famous “*Driver’s Manual*,” starting in 1929. He revised it each year, and the Manual grew to some 350 typewritten pages. It was mimeographed (in those days before photocopying) and was used not just by the Transport Company but also by the Park Service and by hotel managers for training their employees.

Ruhle left Glacier in 1942 and served four years in the Navy during World War II. When he returned after the war, the Park Service asked him to create a guidebook. *Ruhle’s Guide to*

Flathead River, from near Columbia Falls eastward to Nyack. Park Headquarters, Belton and most of Apgar escaped, but the primeval cedar/hemlock forest around them was almost completely destroyed. As Ruhle starts northward on the road, he surveys the unimpressive stands of lodgepole pine and recalls the days when “a mighty forest wrapped all in its shade.”

That primeval forest endures, looming over the road in the miles along Lake McDonald. Ruhle explains that the giant cedars and hemlocks “represent the northeasternmost extension of a

destroyer crashes downwards. Avalanches have been clocked as high as 157 miles per hour.”

Ruhle tells about the great forest fires that roared from Heaven’s Peak into the McDonald Valley and then uphill across the road in 1936 and in 1967. He recalls that in 1967, local firefighters were spread so thin that “Eskimos from Alaska” were flown in, and worked admirably to control the fire.

He recounts more history as the road climbs past the Loop to Crystal Point (named for the “yellow crystals of pyrate, or fool’s gold,” visible there). When the road was constructed, workers were belayed down the cliffs at this point (from ropes attached to overhanging trees) to place dynamite charges there. Ruhle recalls: “For years afterwards bits of telltale rope remained dangling as mute reminders of early hazards.”

At several points, he notes geological features, including fossilized algal colonies (“thin shells of lime,” “layered like an onion,” “deposited in the jelly-like masses” of clustered cells that grew in ancient seas). The distinctive black band of igneous rock that appears on many of Glacier’s peaks is a sill intruded into Siyeh limestone, which passes under Logan Pass.

Near Logan Pass, he describes the krummholz (German for “crooked grove”) of stunted dwarf trees. “Tough and resilient individuals crowd closely into low mats for mutual protection amidst the vicissitudes of their world, a picture of misery seeking company. Snow compaction, slides and open exposure to fierce winds ... have scuffed the bark and stripped the needles. Most leaders bear brown needles from winter kill or are dead. Those protruding above a shielding snow base succumb to the severity of the Arctic climate with its sudden, violent changes of light and temperature.”

At Logan Pass, 47 years ago, Ruhle reflects on many of the same dilemmas that the Park confronts today: “Damage from the idle strolling on the insubstantial terrain by great hordes is too apparent everywhere. ... Because of the dichotomy between preservation and use, Logan Pass presents a perplexing dilemma for the conscientious administrator. Popularity, overuse and apathy as to the results have robbed it of much of the intimate charm it once possessed. ... What can administration do to grapple with this problem? How can it graciously control excessive crowds and discreetly channel the movement of visitors to minimize after effects? How can it muffle the din of traffic and alleviate atmospheric pollution caused by the exhaust from thousands of motors?” ... Logan Pass, like any sensitive area, like a national park itself, simply cannot mean everything to everybody.”

Ruhle observes the mountain goats at Logan Pass, and once again reflects on the absence of bears: “Black and grizzly bear, once common, are nowadays seldom on the scene: visitors took such liberties with them that they became bold and obnoxious and had

rock shelves as one passes, or are lifted high, kite-like, in the wind, lilting ethereal flight-song as they rise. Clark nutcrackers, leucostictes and solitaires are associated with the high places, but bird visitors from lower elevations – robins, mountain bluebirds, Swanson’s and hermit thrushes, violet-green swallows, siskins – may appear on the scene or even still-hunt the walker, gladdening his day on Logan Pass.”

Descending the east side of the road, Ruhle points out the array of glaciers surrounding “snow-girdled Blackfoot Mountain.” He explains that Blackfoot, Pumpelly, Harrison, and Jackson Glaciers once were a single enormous mass of ice. He notes that other formerly large ice masses – Kintla, Agassiz, Grinnell – have split into smaller glaciers through ablation.

Reviewing many other features, Ruhle reaches the end of the road at St. Mary. Casting an eye across the foot of St. Mary Lake, he ends the tour as he began it, summoning up his memories from the 1920s. He recalls the docking of boats at the vanished St. Mary Chalets and at Red Eagle Landing, shuttling visitors to Going-to-the-

Riding the road with Ruhle is a delightful excursion. It evokes all the romance and lore and amazing natural beauty of Glacier National Park.

to be removed to remote areas. Commonest favorites are the fat marmots, alert, with nose-pointed-on-high vigilance, wary confidence, shuffling gait and ear-piercing whistle.”

Ruhle also displays an encyclopedic knowledge of the bird life of the Park. At Logan Pass, he says: “In early season, the brushland resounds with the melody of white-crowned sparrows and fox sparrows, here as in lower valleys. Water pipits curtsy on

Sun Chalets before the road was built – “the shrill boat-horn, the dashing spray, the roll of the boat among the usual whitecaps on the lake.”

Riding the road with Ruhle is a delightful excursion. It evokes all the romance and lore and amazing natural beauty of Glacier National Park. His Guide is an inspiration to pursue the hard work of weighing options for the management of the Road.

GPF Again Provides Lodge History Programs for Employees

GPF has provided these orientations for the past three years, in cooperation with the Park Service and with the lodge management companies, Glacier National Park Lodges (Xanterra) and the Pursuit Collection (formerly Glacier Park, Inc.).

Last spring, the Glacier Park Foundation again gave historical orientations to the employees at the major lodges in and around Glacier National Park. Professional historians gave talks about the history of each lodge. Employees also were given handbooks on lodge history (see the handbooks posted on GPF's website, www.glacierparkfoundation.org).

GPF has provided these orientations for the past three years, in cooperation with the Park Service and with the lodge management companies, Glacier National Park Lodges (Xanterra) and the Pursuit Collection (formerly Glacier Park, Inc.). GPF historians Ray Djuff and Mark Hufstetler describe their visits to the lodges below.

Lake McDonald Lodge

By Mark Hufstetler (Lake McDonald 1978-83)

On May 15th, I again traveled to

Lake McDonald Lodge to represent the Glacier Park Foundation at the hotel's annual employee orientation -- the third year that GPF has participated in the event. The park was green and blissfully quiet, and an adult fox and several mule deer still explored the lodge grounds. Looking across the lake, though, I was struck by the dramatic, scarred mountainsides impacted by the Howe Ridge fire in 2018. The fire, which shortened the lodge's 2018 operating season by several weeks, almost completely destroyed the forest canopy along the ridge, and it was unsettling to see the barren lakeshore where the handsome Kelly's Camp buildings had once stood.

At the lodge, I was warmly greeted by Bob Abrams, who was beginning his final season as the property's location manager. Bob immediately invited me to stay through the hotel's official open-

ing on the 17th, and of course I eagerly accepted. The property was bustling, as new employees arrived and others prepared for the opening. (As in the last couple of years, the campstore had opened a few days earlier, and was already doing a steady retail business.)

Xanterra's employee orientation was held in the modern Employee Dining Room, and began with a welcome from Bob and a review of location procedures and rules. I gave an informal talk afterwards, including an overview of the property's history and some personal reflections on the life-changing experience of working in America's grandest National Park. The response was positive, and led to a number of one-on-one conversations with employees over the following two days.

The Park Service orientation program took place that evening, and

long-time interpretive ranger Bill Schustrom once again gave GPF a shout-out for its advocacy and historic work. From there, I retired to the employee dorm for a long evening of memorable discussion about Glacier's greatest hikes and climbs — very much like the conversations we all participated in 40 years ago. It was a nice reminder that much of the fundamental excitement and joy of concession life in Glacier still endured.

The hotel dining room held its annual pre-opening dinner for the lodge's employees the following evening, and I joined Bob for the evening. The menu was good, and the food a notch above most of the typical fare from my years at the hotel. During dinner, Bob told me about the hotel's emergency evacuation during the Howe Ridge fire, and his days as the property's solitary caretaker while the fire raged nearby. After the evacuation, many of the hotel's employees were transferred to other Xanterra locations in Glacier or Yellowstone, but the stress of two consecutive years of fire closures at the lodge definitely had an impact — the number of returning employees in 2019 was relatively low. (Interestingly, the number of college-age employees seemed to be higher this year, perhaps a reflection of the nation's relatively low unemployment rate.)

The lodge formally opened to the public at noon on the 17th, with a brief fire-lighting ceremony at the massive fireplace in the hotel's lobby. I spoke for a few minutes

at the event, noting the century of tradition and of remarkable personal experiences that the hotel has created and nurtured. And that ended my visit ... a fine time, and a profound reminder of why Glacier's hotels mean so much to so many people. The tradition endures!

PWH, GPL, StM, and MGH

By Ray Djuff (Prince of Wales 1973-75, 78)

This year, I ended up doing five historical orientation sessions covering both Pursuit's Glacier Collection (formerly Glacier Park, Inc.) and Glacier National Park Lodges (Xanterra) staff. The sessions were launched by the Glacier Park Foundation four years ago as a way to provide staff at the former Great Northern Railway hotels with accurate and insightful information on the historic buildings.

Besides talks by myself and Mark Hufstetler (at Lake McDonald Lodge), the Foundation has also created booklets with even more information that are distributed to staff. The booklets are updated annually and usually distributed to hotel staff as PDF documents as part of their onboarding package.

Besides sessions at the Prince of Wales Hotel, Glacier Park Lodge, St. Mary Lodge and Many Glacier Hotel, I was asked to do an additional one for Pursuit front desk staff who were training at the company's Grouse Mountain Lodge in Whitefish and would otherwise miss out on my talks at their designated locations.

The first of these historical orientation sessions was on a cold, overcast and drizzly May 21 at the Prince of Wales Hotel, where manager Chris Caulfield and a contingent of returning and new staff were on hand getting ready for opening later in the week. Caulfield was pleased that work which had started the previous year to redo all the guest bathrooms was completed. It featured tile versus linoleum floors, modern showers and other fixtures. Sinks still remain in many rooms, with separate faucets for hot and cold water that reflect the original room fixtures.

Every sign in the hotel, from those denoting the dining room, gift shop, and the Windsor Lounge to washrooms and guest rooms, had been replaced as part of a branding effort to standardize signage across the Pursuit Glacier Collection of properties. With Chris Caulfield's permission, I was able to snag some of the old room and other signs for my collection. They date back to the era when Don Knudson leased the lodges from the Great Northern Railway (1957-59) and undertook his own rebranding of the hotels.

My talk that evening was in a very chilly hotel lobby, where we could all see our breath due to the lack of heating. Some of the staff were wrapped in blankets while others had on heavy coats and sweaters to ward off the cold. I had sympathy for the workers on the lake side of the hotel, where earlier in the day there was an excavator digging a trench to replace a broken section of pipe for the hotel hydrants. At least I was inside and out of the rain.

Gary Rodgers, the new vice-president of Pursuit's Glacier Collection was on hand to kick off the orientation session at the Prince. It was his first chance to introduce himself to the staff.

The next day, I spent much of the morning talking to the hotel bellmen. This was important, as long-serving head bellman Bronson did not return this season. Bronson had taken a keen interest in the history of the hotel, reading everything he could and quizzing me extensively each time we met. He was a font of knowledge for new staff, and especially for bellmen who nightly deliver a talk in the lobby about the hotel. The new head bellman, Sam Carey, and his crew were grateful for the time I took answering their questions and doing a hotel walk-about.

I was back on the road again May 31 to talk to Pursuit's front-end staff. They were in training on the company's computer system at Grouse Mountain Lodge in Whitefish. In previous years, front-end staff at Glacier Park Lodge, in particular, have repeatedly missed my site talk because they were in training at Grouse Mountain Lodge.

Since I did not know the destinations of all the staff, I did not give a site-specific talk. Instead, I created an overview of all the hotels in the Pursuit chain in Glacier and Waterton. This gave the group, numbering about a dozen, a good overview of the whole.

The next day, June 1, I was at Glacier Park Lodge, managed again this year by John Bloem. I got to

see the work that had been done on the north balconies of the Annex, where over the winter four huge cedar columns had been replaced by Wild Mile Woodworks of Big Fork, Montana. The timbers were a perfect match for the originals, which had weathered badly in Montana's harsh winters over the past century and been patched several times. The balconies, which had to be removed to replace the columns, were noticeably more level following their reinstallation.

Bloem also mentioned that much of the internal fire suppression system had been replaced in the lobby portion of Glacier Park Lodge, with the rest in the Annex slated to be replaced with upgraded equipment.

The Pursuit team had not yet begun replacing the signage at the hotel with the new, standardized markers. That is expected this fall.

As at the Prince of Wales Hotel, I spent the next morning talking to the bellmen at Glacier Park Lodge. Then I headed off to St. Mary Lodge and was greeted by returning manager Helen Roberts. I was supposed to be the second presenter that night, after the National Park Service rangers, but due to a mixup the Park Service folks came later and I got to kick off the evening.

After driving back to Calgary for two days of work, I returned to Glacier for the Many Glacier staff session on June 5. Returning

manager Eric Kendall was welcoming. He revelled in the fact that it would be the first opening in years where there was no pre-season construction work in progress – work which always had challenged the staff to ready the building in time for opening.

I had earlier inquired of Glacier National Park Lodges senior staff whether the shield-style signs on guest rooms (the Swiss cross at Many, the crown at Prince of Wales, the Indian head at Glacier Park Lodge, etc.) were about to be removed. I was assured that these legacies of the Knudson era would remain, even though other Knudson changes (e.g., expansion of the gift shop into the lobby and removal of the spiral staircase) had been undone in recent renovations at Many.

The room signs, with their white Swiss cross on a red background, are less glaring than those other alterations. Having been on the doors for more than half the hotel's history, they are now part of its ambience, symbols of earlier times.

I'm looking forward to next year's round of staff orientation talks. I won't have to drive 300 miles home to Calgary in case of "by" days, now that I'm semi-retired and have cut back my working life for other pursuits.

A Mystery at the Pass: **INSIDE NEWS of Glacier National Park**

A somber mystery arose at Logan Pass this past July. It remains unsolved. A former Glacier Park backcountry ranger, Mark Sinclair, left his vehicle in the Logan Pass parking lot, unlocked. His dog and his keys were left inside. Sinclair was seen early in the afternoon at Rimrocks (the initial cliffy pitch of the Highline trail). Then he vanished. Intensive searches were conducted on the ground and in the air, with dogs, helicopters, drones, and infrared sensors. No trace of the missing man was found. He is one of about a dozen hikers who have vanished through the Park's history, swallowed up amid cliffs and crevices, brushy terrain, and grizzly bears.

Sinclair's disappearance was at the vortex of a chaotic day in Glacier. While the mystery unfolded (and while rangers at Logan Pass had to deal with the unhappy dog), a car went over the edge of Going-to-the-Sun Road near Packers' Roost. It tumbled 40 feet down a wooded slope, and three occupants were severely hurt. Rangers had to rappel to the vehicle, chop down trees to remove it with a tow truck, and evacuate the victims by helicopter and ambulance. Traffic was backed up for three hours. Meanwhile, another helicopter rescue (for a fall from a horse) took place at Lake Josephine, a drunken driver was arrested at Many Glacier, a baby was rescued from a locked vehicle, and a bear was struck by a vehicle on Highway 2.

In mid-August, tragedy struck on Going-to-the-Sun, near the East Side Tunnel. Rocks fell from an overhanging cliff on the roof and back window

of a vehicle. Rangers said that the rocks would have filled the bed of a pickup truck, and some were a foot in diameter. A 14-year-old girl was killed. Four other family members were injured. People have been killed by rocks striking vehicles only twice before in the history of Glacier, in 1962 and 1996.

Another tragedy occurred at Pray Lake, adjacent to the Two Medicine campground. A 64-year-old Canadian man named Wales Wai Ming Poon attempted to save his dog, which was struggling in the lake. The water there was 30 feet deep, and both the dog and his master drowned.

In happier news, Glacier marked the completion of a massive 12-year project to renovate Going-to-the-Sun. The project cost \$170 million and entailed complex logistics. Road work was carried out at night and concentrated in the "shoulder seasons" of late spring and early fall. In the summer months, daytime work was mostly done in one lane, while flag people shuttled traffic back and forth in the other lane. Backups in traffic were sometimes epic, as visitation to Glacier soared.

The Glacier Park Boat Company was awarded a new 10-year concession contract, extending through December 2029. Boat tours in Glacier thus will continue aboard the historic fleet of vessels built in the 1930s and 1940s by Captain Billy Swanson. The Boat Company has been run for three generations by the Burch family of Kalispell.

A new development in Glacier is the authorization of "e-bikes" on the Park's roads and on three minor lowland trails. E-bikes have operational pedals, but are assisted by electric motors. In August, the Secretary of the Interior directed the Park Service nationwide to allow e-bikes on roads and trails that allow conventional bicycles.

The reconstruction of Sperry Chalets is complete! The historic "dormitory" or guest-room building was gutted by the Sprague Fire in August 2017. The exterior stone walls were left standing, in a precarious state, but everything within them was destroyed, along with the roof, the porches and the balconies.

The Department of the Interior and the Park Service made extraordinary, almost-immediate commitments to rebuild Sperry. The Glacier National Park Conservancy quickly raised money for stabilization. The stone walls were buttressed with scores of heavy wooden beams. Without those beams, the walls (with their mortar compromised) likely would have fallen under the weight of the winter snow.

In the summer of 2018, new foundations were laid, the walls were remortared, the interior was framed, and a temporary roof was put on. This summer the work was completed, with installation of rooms, porches, balconies, and a permanent roof. Dick Anderson Construction of Helena superbly handled both projects. The Conservancy indispensably raised private money to supplement federal funds. Sperry will be back in operation in the summer of 2020, thanks to an admirable public/private effort.

The Judge's Six-Shooter Glacier Convention Adventure

By John Dobbertin, Jr.
(Glacier Park Lodge 1962-63)

It was my second summer working for Glacier Park, Inc. (GPI), and I was ready to do my public relations job. It was a great adventure, including assisting a U.S. Supreme Court Justice and disposing of a handgun.

In the summer of 1962, GPI's new owner and manager Don Hummel fired the public relations director for some major infraction of company rules. Upon hearing the news, I walked directly out of my laundry job and headed to Hummel's office. I explained that I was a journalism major at the University of Michigan and had worked in the newsroom of a Michigan newspaper the prior two summers. It was July. Hummel had few options. At age 19, the job was mine. As someone observed at our Glacier Park Lodge reunion in 2013, it was the biggest promotion in Glacier Park history!

Back in Ann Arbor, I took the half-hour credit course offered in public relations. The textbook for the course is still in my library: *Effective Public Relations*.

The summer of 1963 was a tough one for Hummel. A threatened rail strike caused massive cancellations in the already thin tourism trade arriving on the Great Northern Railway.

I put out stories datelined East Glacier Park. One was on the 30th anniversary of the building of Going-to-the-Sun highway. Another was on the Blackfeet artist John Clarke.

My primary focus was on serving the convention and meeting business, which was of growing importance to GPI. My most important task was to provide press coverage of the conventions. This was a service to the convention groups, and it provided Glacier Park datelines. I would do stories on the convention speakers and telephone them to United Press

International (UPI) in Great Falls and to the Associated Press in Helena.

When I worked with conventions at Many Glacier Hotel, Ian Tippet housed me in a Crow's Nest room, high atop the main lobby. I had the unique opportunity of being an itinerant in Mr. Tippet's fine-tuned offices, immediately behind the registration area. There I witnessed this amazing man in motion.

The first convention of the season was the Montana Society of General Practitioners meeting at Many Glacier Hotel. A professor of surgery from the Medical College of Virginia provided an interesting story on the then-sensational Russian transplant creation of two-headed dogs. The speaker had toured Russia, and his take was: "The Russians are behind in this field and they know it." I did the write-up, and it made UPI's national wire ... dateline Glacier Park, and with a mention of Many Glacier Hotel in the story.

The most significant conference of the season was the Glacier Park Regional Seminar of State Trial Judges. The keynote speaker was U.S. Supreme Court Justice Thomas (Tom) C. Clark.

Ian Tippet was in fine form. As I sat at a typewriter desk in the Many Glacier office, Mr. Tippet appeared to me to be on wheels. He was a blur ... in and out of that office area nonstop.

The trial judges' convention was held on July 17-20, 1963. Justice Clark's luncheon keynote speech the second day was the highlight. I met Justice Clark the first day and obtained from him a copy of his speech. I did the press release and showed it to him shortly before he spoke. He thought that it was excellent. I led with his profound statement: "When the courts fail, freedom fails." The story made the Associated Press "A" wire ... nationwide.

One of the highlights of Justice Clark's visit was his induction into the Blackfeet

tribe, complete with the presentation of a headdress. The next day, Justice Clark said that he and two trial judges were going to Canada. They wanted to stay Sunday night (July 21) at the Prince of Wales Hotel. I said I would handle the reservations. I must have leaned on Ian Tippet for help with that request.

In doing research for this article, I contacted the Tarlton Law Library in Austin, Texas. Justice Clark was a University of Texas Law School graduate, and his papers are in the Tarlton Law Library Special Collections. I asked if their collection included anything about his visit to Glacier.

The library responded with 17 items. One was a copy of a note that I had typed to Justice Clark, telling him that we had made reservations for him at the Prince of Wales Hotel. A handwritten note at the top said: "I wrote him." Justice Clark had kept my note! And here it was half-a-century later in the Tarlton Law Library! They also have the Blackfeet headdress which had been presented to Justice Clark.

I thought I was prepared for any event at the judges' conference. However, one item caught me off-guard ... but ready to serve. One of the judges accompanying Justice Clark to Canada had a handgun. He realized that it could present problems crossing the border. Would I keep it for him?

How many times is a trial judge going to present you with a handgun? I agreed to keep it until his return. The problem was, he never showed up! I was in an awkward spot, holding his handgun. It did not seem appropriate to call or write him (not the sort of thing to have as a public record). He never contacted me. There was only one thing to do. At the end of the summer I disposed of the handgun in a manner to be certain that it would never be found.

It was a terrific summer!

Judge Clark's War Bonnet



Among the papers and artifacts donated to the Tarlton Law Library as part of the Tom C. Clark Papers housed in the library's Archives and Special Collections are two Native American war bonnets. While serving as U.S. Attorney General, Clark was presented with a traditional war bonnet on May 5, 1949, by representatives of the Kiowa, a Native American tribe living in Oklahoma. On July 17, 1963, when Justice Clark traveled to Montana to give the keynote address at the Glacier Park Seminar of State Trial Judges, he was presented with a war bonnet by Blackfeet tribal leader Earl Old Person. Justice Clark was inducted into the tribe and given the honorary name "Mountain Elk."



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Waterton Chronicles 2

Markers of Our Past



Chris Morrison

Book Review

Waterton Chronicles 2

by Chris Morrison

Just as Waterton's history involves incessant fires, it also involves an incessant parade of bear incursions.

By John Hagen (*Many Glacier 1970-1980*)

In the mid-1930s, the Waterton townsite experienced a rash of winter fires. Several prominent buildings, mostly unoccupied and unheated, mysteriously went up in flames by night. Among them were the Kilmorey Lodge, several cabins near the Kilmorey, and the Waterton Dance Pavilion (a grand building, more than 100' by 100' in size, which was much loved in the community).

Arson very likely was the cause of at least some of the fires. Suspicion fell upon Ada Kemmis, owner of the Kilmorey Lodge and a contentious personality. She had complained about the dilapidated state of the cabins which mysteriously burned, and she made insurance claims for property which she had stored in the dance hall.

The Waterton constable bluntly related local opinion in his report to the Royal Canadian Mounted Police:

of money. ... There is a great deal of prejudice against Mrs. Kemmis among the residents of the park and consequently it is possible that the statements of some of the persons interviewed are exaggerated. On the other hand, there is no doubt that the fire was of incendiary origin." The mystery was never solved.

The foregoing tale is set out in *Waterton Chronicles 2: Markers of Our Past*, a new book written by historian Chris Morrison and edited by Ray Djuff. It follows their previous book *Waterton Chronicles: People and their National Park*. Djuff and Morrison have written other books on Waterton and Glacier and have written many stories for *The Inside Trail*.

Waterton Chronicles 2 presents comprehensive research on various topics with dozens of colorful short tales. Among the chapter headings are "Bears and People," "Wings Over Waterton," "Forest Fires of the 20th Century," and "Structural Fires."

The "Structural Fires" chapter is especially intriguing, as exemplified in the tale set out above. The town of Waterton was founded in 1911, and its citizens organized a volunteer fire brigade in 1925. One has the impression that the brigade has moved perpetually from fire to fire, without ever having a chance to take its boots off, for the ensuing 94 years.

All manner of houses, lodges, camp structures, and other facilities have burned down in dozens of fires over the years. One resident freely admitted to burning down his own house for insurance money, and was "sent to Lethbridge Gaol for six months." The ice house at a YMCA camp burned down (of all the unlikely things to take fire!). Speculation was that "some of the boys decided to use the ice house as a secret place to smoke and failed to ensure their butts were out in the heavy sawdust used to keep the ice."

The lake was the principal source of water for the fire crew's pumping unit. Chopping through ice in the winter lamentably caused delays in extinguishing fires. Mishaps occurred because of inexperience among the volunteers. Once, crew members "grabbed the wrong end

of the hose ... this was not noticed until the 500 feet of hose was strung out, thus causing delay.”

Just as Waterton’s history involves incessant fires, it also involves an incessant parade of bear incursions. We read of bears pulling laundry from clotheslines, bears knocking over washing machines, bears choosing to hibernate inconveniently beneath the community’s buildings. One bear barged into a crowded tavern, climbed on a table, reached up and clawed a chunk out of the ceiling before being chased out with a broom.

A chapter is devoted to stories of Cameron Creek and Cameron Falls, near the townsite. Through the decades, numerous people have slipped into the waterfall, some fatally and some surviving. The chapter also relates Parks Canada’s strenuous efforts to discourage people from defacing the waterfall by carving their names in the rock. The rangers erected a kiosk inscribed “IF YOU MUST WRITE YOUR NAME WRITE IT HERE.”

An intriguing chapter describes the history of Waterton’s buffalo herd. By 1888, the millions of buffalo that once roamed the Great Plains had been hunted nearly to extinction (to a mere 8 animals in Canada and some 85 in the United States). Rehabilitation efforts on the Flathead Reservation in Montana were successful. From 1907 to 1912, a number of “balky, bulky and belligerent” animals were loaded very unwillingly into train cars and dispatched to build a herd for the Canadian National Parks.

In 1952, some of the herd were transported to “the paddock” in Waterton. Their descendants flour-

ished there until 2017, when they were hurriedly evacuated to escape the terrific Kenow Forest Fire. The herd is soon to be restored to Waterton. Plans are also being developed for an international buffalo herd to roam freely in Waterton, Glacier, and Blackfoot Indian lands.

Yet another chapter (“Wings Over Waterton”) tells colorful tales of air-

craft. They involve such characters as Charles Lindbergh and Isabella Brown (the wife of Waterton’s first ranger, the legendary John George “Kootenai” Brown). One hair-raising story tells of survival in an upside-down crash landing. Enjoy all the tales in *Waterton Chronicles 2*, available at Amazon for \$14.95 plus shipping.

The town of Waterton was founded in 1911, and its citizens organized a volunteer fire brigade in 1925. One has the impression that the brigade has moved perpetually from fire to fire, without ever having a chance to take its boots off, for the ensuing 94 years.



(Photo courtesy of the Ray Djuff Historical Collection.)

The Great Lodge Tours

And other Red Bus Adventures

(Photos Rod Schobert)



I met a retired chap who worked in Yellowstone as a retirement job. With my passion for National Parks, that was a great idea that never left. The seed was planted.

By Rod Schobert (Gearjammer 2006-16)

My path to Glacier National Park began at Yellowstone National Park! While there with my wife when we were in our 20s, I met a retired chap who worked in Yellowstone as a retirement job. With my passion for National Parks, that was a great idea that never left. The seed was planted.

Years later our college-age son Chad needed a summer job. My wife Cindy Lou prayed for the right summer job for him. Shortly thereafter Chad came to us and asked for a ride to Glacier to become a Red Bus Driver. Unknown to us he had

applied at CoolJobs.com and was accepted. Thus in 2003 he made it to a National Park position before his father! This was a perfect fit for someone with a photographic memory, who loved to talk and liked to drive. Since Chad had grown up going to Glacier with the family, he had a good start with general knowledge.

A couple years after that I was able to retire from my “real career” early, based on years of service. This opened the door for me to launch a second career based on a love of travel. I asked my wife what she thought of my attending the International Tour Management Institute in California to become a certified

Tour Director. She said “that would be perfect for you!” This led to me leading tours on the east and west coasts, plus working for Glacier Park, Inc. (GPI) and then for Xanterra at Glacier in the summers.

When it came time to apply at GPI as a Red Bus Driver, it made sense economically and as a team for both Cindy Lou and me to become drivers. We earned our Commercial Drivers’ Licenses at home in north Idaho, using our church’s retired city bus.

On the appointed day we arrived at East Glacier Park for our GPI training. It was a surprise to learn that the person who had interviewed us

and given us jobs had just quit his on the day of our arrival! This news was a bit unsettling, but it worked out well, as Dave Eglsaer was promoted to Transportation Manager and continued as such through our years working at Glacier. Robby Lucke soon became a great mentor for all three of us.

Our son Chad worked four of five summers driving the Reds. Once Cindy Lou and I began driving, we became the first Father-Mother-Son Red Bus Driver combo who had ever worked together. Many great family memories were built. Often Cindy Lou with her group or I with mine would be driving the Sun Road and would see Chad coming the other way. He would ask his open-air group to shout "Hi, mom!" or "Hi, dad!" and ours would yell "Hi, Chad"! It was great fun and a family highlight.

GPI offered a five-night tour of Glacier National Park and Waterton National Park. It was called the "Great Lodges of Glacier" and had been led by Geri Kendall as Tour Director. As it grew in prominence, I was asked to take half the tours, due to my experience leading tours in other parts of the country. I answered that I would if Cindy Lou could be part of our team. And so it was. Of my 11 summers in the park, five were spent as a Great LodgnTour Director.

The Tour Director was a non-driving position to lead and coordinate the 5-day event, plus to make plans for upcoming Great Lodge groups. Therefore, we had a team of five on the tour. Three were driving Red Buses, a fourth drove a van to transport luggage, and I floated among the buses as we progressed.

Once Cindy Lou and I began driving, we became the first Father-Mother-Son Red Bus Driver combo who had ever worked together.

We had a top-notch Great Lodges team, including Russ and Debbie Olson, ourselves, and several other experienced drivers. All of us were guest-focused. Each was willing to do whatever it took to meet guest expectations. When Xanterra took over the Red Buses in 2014, the Great Lodges program was discontinued. It had been a memorable run for both guests and employees. I still get occasional emails from people who were Great Lodges guests during those years.

One summer, a Red Bus Driver from 1948 returned to Glacier as a guest in a Great Lodges group. It was a great experience for us! Afterward, the former driver, Bill North, sent team members 8-by-10 photos of his visit. Another memory is of a doctor and his wife who brought the largest suitcases we had ever seen! Among ourselves we called them "body bags."

Our Great Lodges staff considered ourselves duty-bound to visit the Big Dip Ice Cream shop in Waterton every time we came to town. (This was in the interest of guest-experience quality control, of course.)

Sometimes Great Lodges staff would accompany guests on hikes. The Bertha Falls trail was a favorite, departing from the south end of the Waterton townsite. It features beautiful lake views, culminating in a gorgeous cascading waterfall which can be viewed from a wooden foot bridge. One day, we all had a surprise. We found a completely naked couple on the wooden bridge! The couple quickly put their clothes on and walked past our group, saying nothing. Thereafter, the team called Bertha Falls "BB Falls" (you can work out the signification). Recalling "BB Falls" gave all of us many laughs long into the future.

Passports occasionally were an issue entering and leaving Canada. Each Great Lodges group was told multiple times to bring them, but the occasional person still would arrive with no passport. This would trigger a mad scramble by our staff and GPI management to make alternative arrangements for that guest. Dave Eglsaer invaluablely helped find alternative travel and lodging for a day. A few guests ended up staying

Often Cindy Lou with her group or I with mine would be driving the Sun Road and would see Chad coming the other way. He would ask his open-air group to shout "Hi, mom!" or "Hi, dad!" and ours would yell "Hi, Chad"! It was great fun and a family highlight.

at Many Glacier Hotel instead of the Prince of Wales Hotel, thus missing the Alberta portion of the tour.

Our Glacier summers included many evening barbecues among staff members at the campgrounds. Employee camaraderie definitely was a highlight of the Glacier years. There were great people from all geographies and backgrounds. Some still keep in contact. *The Inside Trail* plays an important role. Thanks to those who invest their time, energy and money to make this magazine possible.

Ron Casey, the Olsons, and I had some campground fun at East Glacier Park. We catapulted water balloons within the campground and onto the adjacent golf course. These escapades ended abruptly when a few people missed the humor in them.

Miscellaneous memories arise from my 11 summers in Glacier. Most National Park guests use good sense as they explore the beauty of God's creation. A few (maybe 2 percent) do not. Once, early in the season when high water was blasting through Sunrift Gorge, I saw a mom and dad placed their three young children (about 5, 7 and 9) on a rock at the edge of the rushing water to take

photos. I told the parents that if any of their children fell into the rushing stream, it would be hard to get them out. The parents continued the photo shoot, ignoring my warning. Fortunately, there was no tragedy.

Another time at Sunrift I advised all my guests to stay back from the water. One lady decided to tempt fate, went close to the water, and fell in. She was able to get out on the other side and was not carried over the modest water fall that was a short distance downstream. Others came to her aid with blankets to dry her off and help her to get warm.

Early in my Glacier career, a young family from Switzerland hired a Red Bus to tour Glacier privately. They had flown to Denver and picked up a large RV and a car for their security person. They requested that their Red Bus driver (me) meet with the security guard for approval. Our interview went well, and I drove the family on an Alpine tour to Logan Pass and back to Apgar. They were friendly folks. After we returned, the security guard told me that he had shadowed us at points along the tour. He was doing his job. In my

11 summers, that was the only time that I was interviewed before a tour!

Some Great Lodges Tours took place before the Sun Road was cleared of snow. On one of those tours, we were headed from the east side to the west side on Highway 2. We encountered a construction project in unseasonably hot weather. After we had been stopped for awhile and were baking in the sun, a lady asked me, "Why didn't you take a different route?" I explained to her that the only alternative was driving two hundred extra miles around the Bob Marshall and Great Bear Wilderness areas. She didn't have much more to say. For people from the Midwest accustomed to another road about every mile, driving in the mountains was quite different.

Our Glacier years were wonderful and fulfilled a long term personal goal to work in a national park. It was a career highlight for yours truly. Eventually, though, it was time to spend summers with the grandkids at home in beautiful north Idaho. Our Glacier adventures thus came to an end. No regrets! Wonderful memories!

I still get occasional emails from people who were Great Lodges guests during those years.



Red Bus History Book in the Works

By Ray Djuff (*Prince of Wales 1973-75, 78*)

Calling all gearjammers and associated Red bus staff -- we need your stories!

The stories are for a book I'm planning with my longtime writing partner Chris Morrison on the history of Glacier's iconic means of sightseeing. Tentatively slated for release during the summer of 2021, the book will cover the introduction of the White Motor Company Model 706 buses in 1936 and will extend to the present (including the planned refurbishment of the Reds as hybrid electric vehicles).

It will also include the development of tourism transportation services in Glacier National Park from its earliest days under the Brewster brothers, through the Roe Emery era (1914-1927) and the Howard Hays era (1927-1955), as well as more modern times under the management of Pursuit's Glacier Collection (formerly Glacier Park, Inc.) and now Glacier National Park Lodges (Xanterra).

We'd like the book to be a balance between technical matters (about the buses and their operations) and first-person accounts, whether from gearjammers, support staff (mechanics, transportation agents, and others who made the system work) or tourists who rode the Reds.

For those first-person accounts, we'd like to tap *The Inside Trail* archive, so we'd appreciate anyone who had an article published in *The Inside Trail* about the buses to contact me, Ray Djuff, about permission to reprint those items. This can be the author of the piece or a descendant. We're also looking for previously untold stories and photos about the Reds and would appreciate anyone with a tale to tell to contact us.

While this will not be a definitive history, we hope it will provide park visitors and former concession employees with an enjoyable, in-depth look at the Red buses.

Any support you can offer us in this endeavor -- be it suggestions, stories and/or photos -- will be greatly appreciated. Write to: rdjuff@shaw.ca

Thanks to our generous donors!

The Glacier Park Foundation gratefully thanks the generous donors who've recently contributed funds beyond their membership dues. GPF remains an all-volunteer effort. We deeply appreciate the extra contributions which help fund our projects and our publications.

Barbara Burch
Rosella Dambowy
John DoBroka
John Hagen
David Hayes
Karen Heller
Brad Jeffries
Russell and Ellen Gill Miller
Michelle Pundt (*in memory of
Ryan Michael Alvera*)
Mr. and Mrs. Robert Quinn
Carl Van Valkenburg



(Photo Rolf Larson)

August 2020 Many Glacier Reunion Alert

Attention all former Many Glacier Hotel employees! There will be a Many Glacier Reunion from Aug. 27 to 30, 2020 (with check-out on Aug. 31). Attendees are responsible for finding and making their own lodging reservations.

Xanterra's reservations numbers are 1-855-733-4522 or 1-888-634-7263. You also can go online to check for reservations at Glacier National Park Lodges - Glacier National Park.

If no reservations are available, they may become available later through cancellations. As the Glacier venues open in the summer of 2020, you can check on rooms by calling the lodges directly (Many Glacier Hotel: 406-732-4411; Swiftcurrent Motor Inn: 406-732-5531). You may want to try booking one day at a time instead of all 4 days at once.

If you can't get reservations at Many Glacier or Swiftcurrent, please consider alternative venues. Some options include St. Mary Lodge, Rising Sun Motor Inn, the Red Eagle Motel (adjacent to Johnson's Restaurant at St. Mary), and the Duck Lake Lodge.

If you have made reservations and/or you are definitely planning to attend the reunion, please contact Carol (Repulski) Dahle ... caroldahle@yahoo.com ... Carol will add you to the spreadsheet of attendees.

When you email Carol, please give her your full name, your mailing address, your preferred phone number(s), your email address, and how many people will be attending the reunion with you. Also, please list the years and jobs you worked at MGH. This information will also be used for an MGH Directory. If you're not planning to attend the reunion, but you'd like to be included in an MGH directory, please send Carol the above-listed pertinent information.

JOIN THE GLACIER PARK FOUNDATION

All friends of Glacier Park are invited to join the Glacier Park Foundation. Membership includes a subscription to The Inside Trail and the right to vote for directors. Please download a membership form from our Web Site (www.glacier-parkfoundation.org) or send your name, address, phone number, and park experience to Glacier Park Foundation, Box 15241, Minneapolis, MN 55415.

An annual membership in the Foundation costs \$10. A "Friend of the Park" membership costs \$25 annually, cumulating to a Lifetime membership in five installments. A Lifetime membership paid in one installment costs \$100.

The Glacier Park Foundation is a § 501(c)(3) nonprofit corporation. Contributions are tax deductible to the extent permitted by law.

