

THE INSIDE TRAIL



Voice of the Glacier Park Foundation Fall 2024 Volume XXXX, No. 2

GLACIER'S REDS

A New History of the Park's Iconic Buses



*(Photo courtesy of
Glacier National Park Lodges.)*

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The INSIDE NEWS of Glacier National Park

A Season of Fatalities

Glacier National Park very rarely sees a summer without fatalities. *Death and Survival in Glacier* (2017), by C.W. Guthrie and Dan and Ann Fagre, records them in a chronological table. A typical Glacier summer sees four or five deaths, most frequently from drownings or falls.

2024 was an especially lethal summer, with six fatalities.

Deadly Waters

In late June, Gillian Tones, 26, slipped off wet rocks into Virginia Creek between St. Mary Falls and Virginia Falls. Tones was swept over several small waterfalls and pinned underwater by a log. Hikers courageously waded in to rescue and attempted CPR, but she could not be revived.

In July, Vitthal Patil, 26, from India, was hiking with friends on the Avalanche Creek trail. He slipped

into the creek, and torrential waters swept him into Avalanche Gorge. Protracted weeks of searching with helicopters, drones and poles failed to recover him. Finally, in August, changes in water flow allowed his body to drift free, and it was recovered below the gorge.

On the day Patil died, another young man from south Asia drowned. Raju Jha, from Nepal, was swimming in Lake McDonald. He ventured about 30 yards offshore, and then foundered and sank. Divers from the Flathead County Sheriff's Office recovered his body in 35 to 40 feet of water.

Amid all this tragedy in Glacier's waters was one amazing tale of survival. In late July, a 45-year-old woman fell into McDonald Creek and was carried over McDonald Falls. The Ruhle Handbook warns that this area "has been the site of numerous

drownings." Providentially, however, the woman was not battered to death or pinned underwater beneath the falls. Washed up on rocks, she was able to cling there until visitors came to her rescue.

Mountaineering Tragedy

Grant Marcuccio, 32, of Whitefish, went hiking with friends in late August near Heavens Peak. He left them to climb McPartland Peak alone. When he did not rejoin the party as planned, they summoned rangers. A week of searches ensued in dense wilderness, through nightmarish tangles of alder and devil's club. Marcuccio's body eventually was found under the ridge between Heavens Peak and McPartland Peak. Evidently, he had died in a fall.

Another hiker died on the Sperry Trail in late August, after falling and striking his head. The man suffered cardiac arrest, which may have caused the fall or may have been caused by the head injury.

A final death occurred in a nighttime accident on Going-to-the-Sun Road west of St. Mary. A single vehicle,

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.

Glacier Park Foundation

P.O. Box 15241
Minneapolis, MN 55415
www.glacierparkfoundation.org
info@glacierparkfoundation.org

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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.

likely driving at excessive speed, which went out of control and rolled over. The driver, an employee at a St. Mary business, was thrown out and suffered fatal injuries.

Bear Attack in the Fog

On a foggy day in September, hikers blundered into a grizzly bear on the Highline Trail, near the spur to Grinnell Glacier Overlook. The bear attacked, biting a hiker's leg. The others quickly deployed pepper spray and drove the bear away. The Park Service did not trap or kill the bear because of the surprise nature of the encounter. The hikers were walking into the wind, and the bear likely could not hear, smell or see them.

Heavy Visitation

Visitation in Glacier was very heavy all summer. The final tally will probably approximate the park's all-time record of 3.3 million visitors in 2017. Despite these numbers, Glacier's protocols for visitor access generally were effective.

The park relaxed its requirements for vehicle reservations in 2024. As in the past, reservations were needed to enter Going-to-the-Sun Road from the west at peak hours. West-side drivers, however, could go to the foot of Lake McDonald before being checked, and vehicles without reservations were allowed to visit Apgar. Reservations were not required to enter the road from the east at St. Mary. Traffic volume mostly was manageable.

Swiftcurrent Shut Down

Swiftcurrent Motor Inn, the Many Glacier campground, and the service road to those areas were closed in mid-September for 21 months, until May 2026. The water system will be replaced and improvements will be made to the road and parking areas. Many Glacier Hotel and the boat

Swiftcurrent Motor Inn, the Many Glacier campground, and the service road to those areas were closed in mid-September until May 2026. Hiking trails will be open in the Swiftcurrent valley, but must be accessed from the hotel.

and horse concessions will operate in 2025. Hiking trails will be open in the Swiftcurrent valley, but must be accessed from the hotel.

Partings

Two prominent members of the Black family that founded St. Mary Lodge have passed away. Roscoe Black died in July and Terry Black Cosgrove died on Labor Day. They were among the six children of Hugh and Margaret Black, who built the first St. Mary cabins in 1932 and built the lodge in 1953. Roscoe managed the business from 1975 until its sale in 2007. He was an avid hiker, who survived a grizzly mauling near Stoney Indian Pass. Terry was described in her obituary as "the family cowgirl, bold and fierce, [who] rode and broke horses bareback."

Their younger sister, Sally Black Welder, recalls: "Roscoe and Terry were incredibly hard workers at whatever they did. Since St. Mary was a family business, it fell upon all of the children to set an example of hard work and high spirits. Their enjoyment was infectious and many loved to hang out with them. If someone didn't make it back from a hike on time, it fell to my siblings to cover those shifts. I'm not sure that my parents also expected them to be masters of ceremony for the off-time activities, but Roscoe, Terry and Lucky (who passed away in 1999) took that job to heart! There were Sadie Hawkins's Day dances, talent shows, and (since it happened to snow once on Labor Day) Christmas

parties every Labor Day!"

"Terry loved horses and she often worked a split shift. As a waitress, she would leave her morning shift, quickly change into her jeans, and head out on her favorite horse Chocolate. She would try to catch some of the wild horses that still roamed the St. Mary ridge and weren't owned by anyone.

"Roscoe was an expert on pushing the limits and adventures. Once, when Highway 89 was being rebuilt, Roscoe and his cousin Wally thought it would be a lark to drive one of the big earth movers down to the Babb Bar. They managed to get away with it, but our father didn't quite see the humor in that stunt.

"Since I was younger, I was, at best, a tag along, but they were both so kind and inclusive. I loved the car trips from St. Paul, Minnesota to St. Mary and back! Everyone was crammed into the car and it felt so comfortable. There were hours of driving through North Dakota when no radio stations were available, and I can remember hours of singing. Once we reached the Hudson Bay Divide, our mother would open the windows so we could smell the mountains. We began the competitive game of 'First to See' ('First to see Singleshoot Mountain,' 'first to see the top of the lodge,' 'first to see St. Mary Lake,' etc. This went on until we arrived and everyone disbursed to find old friends who had returned for another season."

A PIANO FOR MANY GLACIER

GPF provides a replacement for Many Glacier's worn-out grand piano

The Chickering piano just wore out after decades of exposure to severe cold and extreme temperatures.



By John Hagen (*Many Glacier* 1970-80)

Many Glacier Hotel has a long tradition of musical entertainment by employees. For decades, lobby shows were accompanied by a grand piano, manufactured about a hundred years ago by the distinguished Chickering company. The Chickering piano has a prominent place in Many Glacier lore.

Ian Tippet bought the piano (probably from his own pocket) around 1962, very early in his tenure as manager of the hotel. The Chickering was advertised for sale by a

Tippet Era can recall Ian Tippet himself at the keys as accompanist for a singer, with his long arms and elbows flourishing.

Alas! The Chickering wore out. Decades of exposure to subzero cold in the winter, to relentless freezing and thawing and dry air, eventually degraded components. The sound board cracked, and some of the keys became unplayable.

The Glacier Park Foundation's Board of Directors pondered the problem.

also advocated strongly for the feel and resonance of an acoustic piano.

Recently, another option arose. Foundation member Grant Sorlie (a former Many Glacier employee) is a piano technician in Kalispell, Montana. He tunes pianos at several lodges in and close to Glacier Park. He had consulted with our Board on the Chickering piano problem.

Grant learned that one of his customers had died. The customer, Rev. Richard Allan Dunbar, was a gifted musician who considered a career as a concert pianist before becoming a pastor. Grant had tuned his baby grand piano. It was a Young Chang (a Korean brand), much younger than the Chickering, and in excellent condition.

Pastor Dunbar's son Daren had inventoried his father's home for an estate sale. On his father's desk, he found a tool which Grant inadvertently had left there. He called Grant, who came to retrieve the tool. Grant learned that the Young Chang piano was to be included in the estate sale.

Grant told Daren Dunbar about the Foundation's quest for a piano for Many Glacier. Daren was pleased at

Alas! The Chickering wore out. Decades of exposure to subzero cold in the winter, to relentless freezing and thawing and dry air.

small church in the Flathead Valley. Decades later, children of the pastor told a Many Glacier employee that the church had acquired the piano from a bar, where wild dancing took place on it. The Chickering was trundled from the church to Many Glacier in a Glacier Park, Inc. laundry truck, cushioned on a heap of dirty bedsheets. For more than 60 years, it stood in a central position in the lobby. Talented pianists performed on it in Hootenannies, in the classically-oriented Serenades, and in individual recitals. Employees of the

Professionals told us that the piano was unrepairable. It required a complete rebuilding, which because of the antique design was unfeasibly costly (an estimate which we were given was in excess of \$40,000).

The Board discussed buying a new piano. This seemed unwise, because the harsh winters would degrade it. Another option was to buy an electric piano, which wouldn't degrade. We thought of housing electric components in the Chickering's handsome frame, but we were told that this was not possible. Some of our pianists

Foundation member Grant Sorlie knew of a grand piano for sale by a Kalespell estate. He told the family about the Foundation's quest for a piano for Many Glacier. They were pleased at the idea of placing their Young Chang grand at the hotel, with its performance tradition, as a legacy for their father.

the idea of placing the Young Chang in the hotel, with its performance tradition, as a legacy for his father. He offered the piano to the Foundation at a very reasonable price, obtaining value for the estate but honoring the charitable purpose of the sale.

The sale took place in September, as Many Glacier was about to close. Vicki Murphy, general manager for the concessioner, Xanterra, graciously worked with the Foundation to expedite placing the piano in the lobby.

How do you maneuver a grand piano out of a living room, trundle it 150 miles over mountain roads, and reassemble it in a hotel? You could attempt what Ian Tippet did in 1962 and send a truck with a crew of young huskies and a pile of bed-sheets to accomplish the move. Or you could hire a professional. The Foundation did the latter.

Grant Sorlie referred the Foundation to David Pritchard, a colleague in Kalispell. Pritchard is a piano technician and a piano mover, operating a business called Resonant Pianos. He

has an impressive resume, including a Steinway internship and twenty years of tuning at a university.

Pritchard and an assistant surehandedly moved the Young Chang to Many Glacier and assembled it in the lobby. The Foundation bought a "spider dolly" to be placed under the piano. The dolly does not interfere with performance. It allows employees to move the piano easily, without throwing it out of tune.

Because the Young Chang is relatively new, it should be stable for years despite the harsh winters. The modest price paid by the Foundation makes this a much better option than buying a new piano would have been. The musical professionals on the Foundation's Board are pleased with the acquisition.

The Foundation hopes to donate the piano to the National Park Service for permanent placement at the hotel. The Park Service is studying this proposal. In the alternative, the Foundation may donate the piano to Xanterra, on condition that it

remain at the hotel (ownership would be transferred if a new concessioner obtains concession rights).

The Chickering piano remains at Many Glacier as a historical artifact. It may be used as part of an interpretive display on the history of musical performance at the hotel. The Foundation has drafted a proposal for such a display, which is being considered by the Park Service. A display might incorporate one or more panels with historical photographs and text.

The Foundation's Board is willing to buy another used grand piano for Glacier Park Lodge, to upgrade performances there. The lodge has another venerable Chickering. It is less degraded than the one at Many Glacier, but it likely will need replacement in the near future.

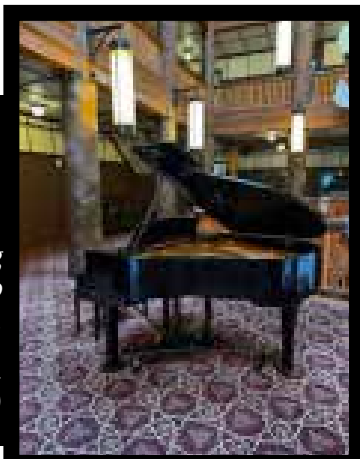
Pursuit, which owns Glacier Park Lodge, commendably has supported the musical tradition there. It has hired Mike Rihner for many summers. Rihner is a distinguished pianist, composer (e.g., of "Glacier Suites"), and organizer of employee performances.

The Foundation is pleased to work with Xanterra and Pursuit to sustain the legacy of music in Glacier Park. The Board is grateful to the many Foundation members whose generous donations have made these initiatives possible.



The piano got a good cleaning and polishing after a rough trip over Logan Pass.

(Photos by David Pritchard, Piano Mover)



Glacier Park Lodge Garden Revitalized

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

This summer the grounds and maintenance staff at Glacier Park Lodge unveiled and celebrated a \$75,000 revamp of the thousand-foot flower garden between the hotel and Glacier Park train station. The inspiration for the garden makeover came from frustrated staff who, during the previous summer, had found it impossible to control invasive plants in the flower beds.

During the summer of 2020 when the hotel was closed due to the COVID-19 pandemic, the flower beds went to seed. Invasive species and weeds took root since there was no staff to maintain the display of annuals and perennials. As much as staff tried over the next three summers to eliminate the invasive species, they could not.

Fed up with the losing battle, head gardener Angelique (Angel) Bieri decided last year that the only way to eliminate problem plants was to start anew – tearing everything out and planting fresh. Her initial plan was to recreate the garden as it appeared in its heyday of the 1930s through 1950s. Bieri contacted me for historic images

of the garden so she could see what plants were selected and where they were planted.

Bieri and her fellow gardeners Karen Perszyk, Diane Ensign and Hank Huisking came up with a plan in the summer of 2023. They were invited to pitch it to a meeting of the Viad Corporation's board of directors, who were on a tour of the company's properties to assess maintenance needs. (Viad is the Phoenix-based parent company of the Pursuit Glacier Collection.)

The essence of the plan was to save as many perennials as possible, and then to remove the garden bed to a depth that would ensure all invasive species were gone. After that, the staff would put in new soil, install an automatic drip sprinkler system, and cover everything with a garden fabric that is resistant to weeds. Finally, the staff would replant the saved perennials, fill the rest of the bed with new plants, and lay mulch to cover the open ground.

Bieri's sales pitch to the board included a flower bed along the pathway near the hotel. She and her staff had created it according to the plan to show exactly how it would look. Impressed, the Viad board approved \$75,000 for the plan.

This summer's August celebration was a chance to show and tell the public what had been achieved. It also allowed recognition of several dozen hotel staff

who had volunteered to help revitalize the garden. Certificates were given to the volunteers by hotel manager Keegan Maravillas and new head gardener Ann Amme. They were described as "crazy hard workers" who "never stopped."

Todd Pignataro, director of engineering for Pursuit Glacier Collection, gave a talk. He described the logistical challenges that he, grounds manager Jeff Schutt, garden designer Kody Kirkland, and Amme had faced. (Amme was hired as head gardener when Bieri unexpectedly decided not to return for this summer.)

Wild Geese Gardens in Kalispell was the product supplier. Pignataro said that they hauled in 48 yards of top soil. They installed 12,000 feet of drip line four to six inches below the surface and attached 450 barbed adaptors. When all the plants were in the ground and the weed barrier was laid, 150 yards of mulch were brought in and carefully set between the blooms.

The drip line system was a vital part of the plan, Pignataro said. The previous above-ground watering system frequently left the plants dry due to evaporation caused by the sun and strong winds.



Kody Kirkland, butterfly garden designer

Todd Pignataro, engineering director.

(Ray Djuff, photos.)



Amme said that it was a tough slog to get the garden ready for the August 17 showing. While fit at age 68, she frequently felt her age after a long day of physical work. She and designer Kirkland took the public on tours of the garden to show what had been done.

In the past, the garden had been a combination of annuals and perennials so there would be blooms throughout the traditional June to September season. It is now all perennial plants, many indigenous to the area. This reduced the number of species from 45 to 30.

The 1,600 perennial plants now in the bed include lupines, columbines, honeysuckles, clematis and beargrass. The beargrass will make a spectacular display if it takes and blooms. The display is now a designated butterfly garden certified by the North American Butterfly Association.

Developing and maintaining the garden at Glacier Park Lodge has been a challenge since the earliest days. The original garden consisted of beds alongside the hotel and the road immediately in front of it.

Great Northern Railway chairman Louis Hill dictated where the plants would be planted. He also chose the types of flowers used, starting with peonies. Hill was an award-winning gardener when not micro-managing his minions. However, he did not understand that what would grow at his home in St. Paul (Zone 4 or 5) was not always suitable at the hotel (Zone 3). It requires hardier plants due to

the elevation, climate, short growing season and proximity to the Rockies.

The garden was extended over the years. Eventually it reached the train station, a thousand feet away. Walking the pathway from the station to the hotel calmed frazzled nerves, helping visitors relax for the adventure ahead. The garden's psychological purpose was recognized by Morton Elrod, Glacier's first naturalist.

"The flowers are more impressive to some people than the mountains," Elrod said. "Color, beauty and form [park visitors] understand, while the mountains are a long time beyond and above them – tremendous, awe-inspiring [but] forbidding [and] even unfriendly in appearance."

The garden got a boost in the mid-1920s when the Great Northern set up a greenhouse in Monroe, Washington to supply all its trains and facilities with flowers. George Dishmaker was in charge of the greenhouse. For years, he would come every spring to Glacier Park Lodge to oversee the unloading and planting of a baggage car load of flowers. At its height, there were 15,000 individual plants on the grounds, consisting of 35 varieties.

The Great Northern maintained its oversight of the garden until 1960. Then the hotel company was sold to a new operator, Glacier Park, Inc. (GPI),

headed by Tucson, Arizona Mayor Don Hummel. GPI maintained the garden as it had been. In 1981, the Glacier operations were turned over to what would become Viad Corporation. It continued the traditional garden until the COVID pandemic.

The need for the rehabilitation of the garden was evident to gardener Karen Perszyk. She not only had her hands in the soil, but also recorded comments from hotel visitors during the summer of 2023. Those comments were given to the Viad board.

As Perszyk showed, the garden was beloved by locals and visitors. An East Glacier resident remembered playing hide-and-seek in the delphiniums. Another told Perszyk of a first kiss among the flowers. A Blackfoot woman said that her mother would walk the garden every year on the same day. She did so for 40 years, and when her mother passed away the daughter continued the tradition.

In summarizing her observations, Perszyk described a wide array of visitors. There were seniors no longer able to hike, photographers, people who want a quiet spot to meditate, and regular visitors who want to show the garden to first-timers. "We hope it lasts another 100 years," hotel manager Maravillas said of the revitalized garden and its importance to visitors.

*Kody Kirkland gives GPL garden tour.
(Ray Djuff, photo.)*



Glacier's Reds

Ray Djuff's History of Transportation in Glacier



(Photo courtesy of Ray Djuff)

By John Hagen (*Many Glacier 1970-80*)

Around 1950, three of Glacier National Park's iconic red buses pulled into Glacier Park Lodge with damaged fenders. The transportation agent indignantly demanded to know the cause. The drivers said they'd been struck by an airplane! A motorist towing a plane without wings across Logan Pass had hit them all.

This tale is one of hundreds related by Ray Djuff in *Glacier's Reds: The Quest to Save the Park's Historic Buses* (2024). Djuff is a leading historian of Glacier and Waterton National Parks. His previous works include *View With a Room* (2001), a definitive history

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of Glacier's lodges. *Glacier's Reds* is a magisterial history of transportation.

The book includes more than 300 photographs: recent shots in striking color and archival black-and-whites from the park's early years. Many are dramatic, and others are whimsical. The captions abound with tales.

Kaboom!

We all know the story of Steven Mather, director of the National Park Service, blowing up the sawmill at Many Glacier Hotel in 1925, when the Great Northern Railway was slow to remove it. Djuff provides a striking photo and regales us with detail.

A red bus transported Mather's crew and 100 pounds of dynamite

to Many Glacier (how would you like to have driven that bus?). The sawmill building was very large. The photo shows that only a relatively small portion was blown up, but it was reduced to pick-up sticks. Djuff notes that the Great Northern's Louis Hill "had his lawyers get witness statements, including from seven gearjammers, for a possible lawsuit." Hill eventually dropped the matter in light of Mather's manic depression (now known as bipolar disorder).

Another photo that bears a tale shows the remains of bus no. 100, wrecked in a fatal crash in 1977. It is stripped of all usable parts – motor, doors, seats, fenders – prior to being scrapped. It is the only one of the

thirty-six reds no longer operational, more than 80 years after their purchase. (One bus is preserved at West Glacier as a museum piece; the others are in service.)

Glacier's Reds abounds with photographs of drivers ("gearjammers") down through the decades. We see them in the 1930s and '40s, attired in tan riding breeches, high brown boots, grey shirts and blue neckties. We see them in recent decades, in red jackets, black pants and baseball caps. We see them with famous personalities such as Two Guns White Calf and "Ma" Perkins, manager of Granite Park Chalets. We see them absorbed in the *Drivers' Manual*, "a 240-page greenbound encyclopedia of everything about the park," first published in 1937 and expanded in several successive editions through 1956.

Primitive Transport

These marvelous photographs frame a fascinating history of transport in Glacier. The story begins with horsedrawn stagecoaches run by the ill-starred Brewster Brothers from 1912 to 1914. The Brewsters attempted to carry passengers from Glacier Park Station (East Glacier) to the former chalets at Two Medicine, Cut Bank, St. Mary, and Many Glacier. The roadways often were seas of mud, and the government-regulated rates were inadequate to feed the

horses. A visitor reported that during a ride to Two Medicine the starving horses "laid down twice on the way."

The Brewsters added motor vehicles in 1913, but they were plagued with disorganization. A tourist wrote Hill about a fiasco where 40 people had reservations for one seven-passenger car. In 1914, Hill abandoned the Brewsters and hired the newly-created Glacier Park Transportation Company.

The company was founded by Roe Emery, a car salesman, and by his dealership's owner. They persuaded the White Motor Company to furnish buses and cars. The first vehicles arrived by rail and were parked under trees while a garage was built. A mechanic "used packing crates for our parts room."

The Transportation Company's early years were challenging. *Glacier's Reds* tells stories of execrable roads. Buses careened into ditches. They had to be towed through mud by teams of eight horses. One group of buses skidded so frightfully that the passengers mutinied and compelled the drivers to turn around. In 1922, a bus went out of control on Hudson's Bay Divide. The driver was killed and passengers were injured.

Howard Hays

Imagine the lawsuits that would follow if such mishaps occurred today! But the 1920s were a less litigious era, and the Transportation Com-

pany survived. In 1927, Howard Hays bought a one-third stake in the company, becoming its president, and ran it for 28 years. He ultimately sold it to the Great Northern Railway in 1955.

Hays was visionary and energetic. He ranks as the leading figure in the buses' history and one of the foremost in the history of the park. Djuff skillfully sketches his personality and influence in *Glacier's Reds*.

Hays got his start with the Wylie Permanent Camping Company in Yellowstone. He took leave to manage rail service to all the western national parks during World War One. He returned to Yellowstone after the war, buying out the camping company with his partners Roe Emery and Walter White. Emery eventually recruited Hays to take over the Glacier bus company. Hays foresaw the huge growth in traffic which would attend the "transmountain road" (Going-to-the-Sun Highway), which was still several years from completion.

Hays enlisted Glacier's legendary naturalist George Ruhle to train his drivers. Hays and Ruhle worked together for a year to write the *Drivers' Manual*. It had chapters on place names, flowers, forests, wildlife, glaciers, and the Indian peoples associated with the park.

Glacier's Reds abounds with photographs of drivers ("gearjammers") down through the decades. Here we see them absorbed in the *Drivers' Manual*, "a 240-page greenbound encyclopedia of everything about the park," first published in 1937.



The White Model 706

The *Drivers' Manual* was created in 1936-37. At just this time, the company was buying the red buses which still run today, after more than 80 years on the road. Djuff deftly tells the story of their development.

In 1935, Hays and the concessioners in other western parks decided to hold a design competition for a national park bus. A standardized design would allow the concessioners to purchase buses more cheaply than they could with individual custom orders. The White Motor Company, Ford, General Motors, and REO sent prototypes to participate in trials in Yosemite National Park.

White's prototype had no passenger seats, just a motor on a chassis. It was loaded with sandbags to simulate seats and passengers. Ford sent a prototype with seats and transported real passengers. However, "the passengers were bouncing up and down to an extent that never would be tolerated," and Ford's bus was rejected. The other prototypes had flaws too, so White's Model 706 was chosen as the national park bus.

The Bender Body Company of Cleveland built the body of the bus. Its flamboyant designer, Count Alexis de Sakhoffsky, crafted the distinctive grills and running boards and wheel wells and also the convertible canvas top. A large order of buses for Glacier and Yellowstone overwhelmed the Bender plant. Its bodymen and fitters had to finish their work outdoors on the Cleveland curbsides. Hays related: "One street [of Yellowstone buses] was entirely yellow for two blocks and the other street [of Glacier buses] was entirely red."

Hays had to exercise deft diplomacy and scheduling that summer. Half

Hays and Ruhle worked together for a year to write the Drivers' Manual. It had chapters on place names, flowers, forests, wildlife, glaciers, and the Indian peoples associated with the park.

of Glacier's eventual fleet of Model 706s was then in service (the rest were acquired from 1937 to 1939). Tourists naturally preferred the handsome new buses to the Ma-and-Pa-Kettle jalopies from prior years. Djuff notes: "Transportation agents were ordered to have the old buses arrive first, loaded and sent on their way before the new buses arrived for passenger pickup."

The Heavens Peak Fire

On top of this excitement, 1936 brought the explosive Heavens Peak Fire. It jumped Swiftcurrent Pass, burned the Swiftcurrent cabins and most of the Many Glacier chalets, and very nearly burned Many Glacier Hotel. Djuff gives an arresting account of the fire. He cites *Inside Trail* articles as well as sources unknown to most of our readers. One is Robert Snajdr, a *Cleveland Plain Dealer* reporter, who happened to be at the hotel on the night of the fire.

Snajdr describes "[t]hread[ing] [my] way through the tangle of [fire] hoses in the corridors" of Many Glacier. Boarding a red bus to evacuate, he is "nearly buried under the musical instrument cases of the hotel orchestra." Passengers are given wet towels to put over their faces. "The girls in the bus, which is of the open type, put coats over their heads to keep sparks out of their hair." Page after page of *Glacier's Reds* relates the evacuation and the battle with the fire.

Roosevelt's Ride

Djuff tells a cycle of tales surrounding President Franklin Roosevelt's tour of Glacier in 1934. He notes that the prior president, Herbert Hoover, had planned to visit Glacier for a fishing trip in 1930. Hoke Smith, the Great Northern's publicist, flooded the country with press releases touting the trip. The Transportation Company bought new vehicles. But Smith's hoopla backfired! It ignited indignation that Hoover should go off on a junket in the teeth of the Depression, and the visit had to be cancelled.

When Roosevelt visited four years later, his retinue of about 90 people filled six buses and seven cars. The motorcade crossed Going-to-the-Sun from west to east, stopped at Many Glacier for lunch, and continued to Two Medicine, where Roosevelt gave a radio address. The drivers and vehicles were inspected and kept under watch by the Secret Service. Guards were posted at bridges and tunnels.

The Secret Service again was vigilant when Vice President George H. W. Bush came to Glacier in 1983. Djuff quotes driver William Schuler (in a video by Little Bighorn Productions): "[T]he Secret Service comes swarming out like a disturbed ant hill, and they are just all over the coaches checking everything. ... Of course, when faced with a 1936 vintage vehicle, they don't have a clue

on how to open the hood, which we had to do, and search all over the place ... [but] missed all the spots where we could have hidden 100 pounds of explosives.”

Saving the Reds

The subtitle of *Glacier's Reds* is “The Quest to Save the Park's Historic Buses.” In 1999 and in 2013, the historic reds were nearly retired. On both occasions, the public rallied vigorously in their defense. Djuff vividly relates these events, in which he played an active role.

One day in July 1999, the front end of a red bus collapsed just after it pulled away from Lake McDonald Lodge. Several components connecting the frame with the axle and the motor had given way. Inspections revealed extensive stress cracking.

Other buses were quickly inspected. Stress cracking was found throughout the fleet. By early August, all the buses had been taken off the road and replaced with hastily-purchased white vans. Early press releases referred to “metal fatigue” and said that the old buses were “basically beyond repair.” A Greyhound maintenance specialist examined them and said that repair would be “pointless.”

Glacier Park, Inc. and the Park Service suggested buying new buses. But widespread voices, including the Glacier Park Foundation, urged an effort to preserve the historic fleet. Another inspection was held, with a Red Bus Team including Bruce Austin (an expert on classic White buses), Dennis Schwecke (a Ford Motor Company engineer), Patrick Scott (for the Federal Transit Administration), and Glacier Park Foundation director Jeff Kuhn.

The inspection showed that the buses had not failed because of old age. The failure was caused by poor engineering in a refit that had occurred ten years before. Power steering, added at that time, caused the buses' front ends to flex during turns. This stressed and eventually cracked the metal. New engines and axles had been mismatched. The engines were mounted at a slant, which caused vibrations and metal fatigue.

The Red Bus Team's inspection report suggested remounting the red-bus bodies on new chassis. Dennis Schwecke wrote to Bill Ford, chairman of the Ford Motor Company, asking if Ford might sponsor the project. Ford did, contributing \$6.5 million of work to refurbish the reds from 2000 to 2002.

Djuff describes this work in detail, utilizing remarkable photos. We see the bus bodies stripped of their engines and seats and chassis, painted in ghostly grey undercoat. We read about the challenges of crafting replacement parts for vehicles that have been out of production for 60 years.

Djuff relates the buses' triumphant return to Glacier in 2002. He paints the personality of Leroy Lott (gear-jammer 1949-50), “fearless in his lobbying to keep the Reds on the road no matter the cost.” Lott, a director of the Glacier Park Foundation, played a leading role in organizing a welcome-back gala in early June at Glacier Park Lodge. The gala was superb, but it ended abruptly when a blizzard knocked out the electrical power and forced evacuation of the hotel.

Saving the Reds Again

Just ten years after the buses' renovation, a new crisis arose. In 2012, the Park Service called for bids for a new

concession contract in Glacier. The prospectus stated that “the red bus fleet will begin to fail” during the contract, and that “18 buses must be replaced with alternative fuel vehicles.”

No public input had been sought in this prospectus. The public fiercely opposed the decision to retire most of the fleet. The Glacier Park Foundation mobilized its members, and Lott appealed to his list of hundreds of former drivers. As Djuff states, “a torrent of emotion-filled letters ... flooded the offices of newspapers, the park service and politicians.”

Glacier's Park Service staff had warned their regional supervisors that trouble would arise from the prospectus. Djuff states: “The local fears were derided. Most dismissively of all ... those handling the prospectus considered the red buses ‘just mechanical equipment. Mechanical equipment wears out and eventually has to be replaced.’ Their superiors simply didn't seem to understand the importance of the buses as cultural heritage property and the public's emotional attachment to them.”

The Park Service was shocked by the intensity of public reaction. Congressional offices quickly got involved, and the prospectus was withdrawn. A new prospectus called for preservation of the entire red bus fleet. It required the concessioner to set aside 2.5 percent of gross revenue to renovate the buses.

Djuff describes the renovation of the buses now being done by concessioner, Xanterra, under the contract. Each year, a few of the buses receive new frames, new motors, new wheels, rust removal, and other improvements. Glacier Park Foundation members can take pride in the

organization's role in preserving the fleet (very probably the oldest operational fleet of buses in the world).

Evacuations

Glacier's Reds provides a stirring account of recent events. It includes the evacuation of lodge employees during the Reynolds Creek Fire (2015), the Sprague Creek Fire (2017), and the Howe Ridge Fire (2018).

The Howe Ridge evacuation was especially urgent, as the fire surged around Lake McDonald. Lake McDonald Lodge employees were sent aboard the buses and "told to pack nothing." They were taken to the red bus garage near Columbia Falls, where Xanterra set up an emergency campsite. The company bought all the camping supplies at the nearby Kalispell Walmart: "about 200 sleeping bags, 100 tents, all available cots, air beds and air mattresses, and the store's entire stock of bottled water."

Drivers' Tales

Glacier's Reds concludes with "Tales from the Driver's Seat," a collection of gearjammers' stories. There are dozens of colorful anecdotes, re-

Keith Pearson (1970, 75-77) recalls an amazing prank. A gearjammer dressed up as a tourist and mixed with the people of a tour. . . . Mysteriously, no driver appeared. The people fidgeted, and the imposter loudly badgered the transport agent:

*"Let's get this show on the road!"
"If you're so impatient," answered the agent,
"why don't you drive the bus yourself?" "All right! I will!"*

lated by drivers from 1927 to 2022. Many first appeared in *The Inside Trail*.

Tom McFarling (1950) tells an epic tale of deadheading a bus over Logan Pass and being struck by an avalanche. He recalls: "It sounded like a freight train right in the front seat beside me. . . . The snow covered the road ahead and over the front bumper, the radiator and the hood back to the windshield. . . . I slipped into reverse, said a prayer that by moving back I would not dislodge or remove the snow, and eased back . . . All I could do was to look straight down to the side of the road at the guard rail. . . . Only by trial and error, luck and divine guidance did I manage to get No. 95 up that west side of Going-to-the-Sun in reverse."

Keith Pearson (1970, 75-77) recalls an amazing prank. A gearjammer

dressed up as a tourist and mixed with the people of a tour. They boarded a red bus. Mysteriously, no driver appeared. The people fidgeted, and the imposter loudly badgered the

transport agent: "Let's get this show on the road!"

"If you're so impatient," answered the agent, "why don't you drive the bus yourself?" "All right! I will!" replied the imposter, scrambling into the driver's seat. Shouts filled the air as the people imagined that they were bound off on mountain roads with an impulsive ox at the wheel. The agent intervened, explained the joke and introduced the driver.

Glacier's Reds is a superb book! It combines great storytelling, mesmerizing photos, and impeccable reporting. The tales in this article are a tiny fraction of the tales in the book. It will give any Glacier enthusiast many hours of immense enjoyment. The book is available through the Glacier National Park Conservancy, through local bookstores, and through Amazon.



Gearjammer Ector Boscatti with 13 pretty young female passengers, despite a park service rule limiting seating to 10. The picture was taken at Hudson Bay Divide. It was not like Ector was going to complain about too many passengers in his bus. (GNP archive photo.)

Ptarmigan Tunnel *is shorter than you think*

*Here's a test for all you hikers:
How long is the Ptarmigan
Tunnel?*



Ray Djuff POWH 1973-75, 1978

Here's a test for all you hikers: How long is the Ptarmigan Tunnel?

I'd guess most of you would say about 200 feet, and all you keeners who looked it up online would say it's 250 feet.

You're both wrong.

In fact, the National Park Service has listed the length of the Ptarmigan Tunnel at 250 feet and has been wrong for quite some time. And they didn't realize it until just recently.

The 250-foot length appears to have become fact 40 years ago, when that was the length listed when the tunnel was nominated in June 1984 for designation on the National Register of Historic Places.

That document, available on the National Park Service website, has probably been accessed hundreds if not thousands of times and used as a reference for an untold number of articles about the scenic and wondrous connection between the the Belly River valley and Many Glacier valley.

The tunnel was cut—using dynamite and jackhammers—during three months in 1930 as a shortcut on the North Circle saddlehorse tour

to save riders miles on the trail from having to traverse the steep, rocky and torturous Red Gap Pass.

The question of the length of the Ptarmigan Tunnel came up recently when I was doing research for an article for a new book and I came across a glaring discrepancy.

The 1931 Glacier superintendent's report gave this description of the tunnel:

“The completed tunnel is a solid piece of construction with a three-foot tread in the center. It is six feet wide, nine feet high and 183 feet long.”

Whoa!

One hundred eighty-three feet long? That's nowhere near every other source on the Internet, which lists the length as 250 feet. What gives?

So I wrote to Jean Tabbert at the Glacier archive to see if she had any explanation for the 70-foot discrepancy between the superintendent's 1931 report and what the National Park Service had listed on the 1984 submission to the National Register of Historic Places.

She was as stumped as I, and turned to the staff in the park trails department.

To my surprise and delight, they offered to check the length of the tunnel when the doors at either end are closed for the winter to keep it from being packed with drifting snow.

The verdict: “The old record of 183 feet is accurate.”

Now that's one for the history book—when it appears (hopefully) late next year.

*The tunnel was cut . . . during three months
in 1930 as a shortcut on the North Circle
saddlehorse tour to save riders miles on the trail
from having to traverse the steep, rocky and
torturous Red Gap Pass.*

More News from our Roving Historian

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

Glacier Park Foundation director Ray Djuff, a distinguished historian, traveled to Glacier and Waterton National Parks last spring, as he has done for many years. Djuff generously volunteers his time to give historical orientation talks to employees at the principal lodges, just before their season begins. These talks, supplemented by historical walkarounds, enable the employees to interpret the lodges for guests.

As a longtime newspaper reporter, Djuff keeps his eyes open and interviews people of all sorts around the parks. He kindly noted these observations for our readers.

Winold Reiss prints at Lake McDonald

When checking in to my room at Lake McDonald Lodge prior to my staff orientation talk, a guest in front of me inquired about one of the Winold Reiss portrait prints of Blackfoot elders scattered throughout the building. The front desk staff had no information to answer the query, but recognizing me, suggested I might be able to help.

I did not have an answer for the guest. The inquiry prompted me to quiz the front desk staff about what information they had to share about the prints. The prints are displayed on every landing on the stairs to upper floors, along hallways, and in just about every guest bedroom.

The staff had a single sheet with information about the artist. They had nothing about the individual portraits.

The Reiss prints are very large, ranging from three to six feet wide

and five or more feet tall. They also are highly noticeable because of the bright pastels that the artist used in creating the life-like portraits.

The original portraits, mostly of members of the Blackfoot tribe, were commissioned by Great Northern Railway chairman Louis Hill. They were ultimately used as artwork for company brochures, train menus, calendars and on decks of cards, among other promotional items.

The prints at Lake McDonald Lodge were donated for display from the collection of Philip Anschutz, the billionaire businessman. His corporate empire includes Xanterra Parks and Resorts, which runs the major concessions in Glacier.

The prints are not only noticeable because of their size and quality, but because they were initially created by the Great Northern Railway for an art display. Each print is in a wood frame with a title and credit to artist "Fritz Winold Reiss" (although he always went by Winold). This mirrors exactly the style used by the railway for paintings of Glacier produced by artist John Fery and displayed in railway stations and ticket offices across the country.

The surface of the prints is embossed in such a way that it mimics a brush stroke that aligns perfectly with the features on each image. The effect is so realistic that when a park ranger spotted the prints after they first went up, he called the park archive and asked whether original Reiss paintings were being displayed at the hotel. The archivist raced to the hotel to confirm for herself that the images were prints and not original works of art.

A tell-tale clue was the fact that Reiss created his Blackfoot portraits

with pastels and not paint. There are no brush strokes on original Reiss canvases! The embossing of "brush strokes" on the prints is inauthentic, created by some functionary.

But back to the guest's inquiry. Realizing that the staff had little to work with, upon my return home I put together a sheet with some information about six individuals whose portraits are on the hotel walls. The effort was rushed, so I marked it as a draft and not fully verified before handing it to front desk staff on a return visit to Lake McDonald Lodge later in the summer.

I've asked the staff to create a list of every one of the Reiss prints at the hotel, as well as their locations. I have in mind an effort to create mini-biographies of many of the subjects Reiss painted that are on display.

This is not something that can be done quickly as Reiss used original Blackfoot names for many of his subjects (e.g., Singing for Nothing, Many Pipe Woman, First Nabor Mateomsemaki). Finding the individual's corresponding American name is not always easy, let alone biographical information once an identity is known.

I have consulted Winold Reiss authority Scott Tanner for possible help with the project. I also have consulted with a member of the Blackfoot tribe. It is a project I will try to tackle as time permits, possibly using the result as the basis for a book.

Highway 89 improvements

Returning travelers using Highway 89 between Kiowa and St. Mary are in for a shock. After four years of reconstruction the narrow, winding, rough two-lane road has been replaced by a widened, straighter, realigned and smoother route.

The width of the road is most immediately noticeable, being 36 feet with 12-foot travel lanes and six-foot shoulders. There were no shoulders previously on the road, which was as narrow as 20 feet.

In widening and straightening the road, major clearing was done on either side to open vistas once hidden by vegetation that bordered the roadside. Free-range cattle are unlikely to wander onto the road now since the entire route has new fencing. Gone are the severe curves, although if you are observant the original road right-of-way is still visible where it has been realigned.

A new marker with a history of US 89 has been placed just south of Hudson Bay Divide. Unfortunately, the marker at Hudson Bay Divide indicating its significance has not been replaced. The divide marks where rivers to the south flow into the Gulf of Mexico and those to the north flow into Hudson Bay.

The site was once a popular stop for red bus tours.

Also missing are the run-away lanes on the descent from Divide Hill into St. Mary, although remnants of the lanes are visible to those who know where to look. The lanes were installed after a vehicle that had lost its brakes ran into a service station at the bottom of Divide Hill on the approach to St. Mary.

New business in Kiowa

Will Hammerquist, the operator of Polebridge Mercantile for the past decade, has exported his renowned huckleberry bear claws and business model to Kiowa, where he opened Kyiyo Mercantile on Mother's Day.

Hammerquist reportedly said he noticed the previous closed business at the junction of Highway 89 and Looking Glass Road (Highway 49)

several years ago while headed to climb Mount Cleveland. Seeing the location as a "food desert," he decided it was a perfect spot for him and his wife Katerina to expand their operations. They tore down the old store, but maintained the motel rooms for staff accommodations.

Dick Anderson Construction, a local contractor, oversaw the erection of the new Kyiyo Mercantile during the winter. Much of the larch timber used in the build was harvested from the North Fork. The building has a footprint of 2,400 square feet, described as half kitchen and half deli/store/gift shop.

All the usual deli items available at Polebridge are offered, including sticky-sweet, calorie-laden and oh-so-delicious huckleberry bear claws. There are also locally crafted pottery items for sale in the gift shop.

Historic photos of the Blackfeet taken by Roland Reed adorn the walls. Most of the images were commissioned by the Great Northern Railway in 1912 and 1915 to advertise Glacier Park in company brochures.

Across the road from the Kyiyo Mercantile, workers were building tourist rental cabins that could be available next summer. Hammerquist has also talked about creating hiking trails on the 100 acres that make up the property. The developments are a major shot in the arm for Kiowa, which of late has been little more than a name on a map since the closure of the previous business.

More Glacier Park Lodge rooms slated for upgrade

Some more rooms in the annex of Glacier Park Lodge could be in for upgrades this winter. Manager Keegan Maravillas said that the board of directors of Viad Corporation, which had so generously funded rehabilitation of

the lodge's thousand-foot-long garden, also approved funds for room renovations.

Maravillas said the work will be focused on the Annex. More rooms will be upgraded to a higher level of decoration, including new furniture; bedding; wallpaper; window, door and baseboard trim; and a bathroom makeover.

The work will be similar to what was done several years ago to rooms with fireplaces in the annex. With the exception of these rooms and of furniture and draperies, rooms in the lodge have not been markedly upgraded since the late-1950s renovations done by Donald Knutson.

Bell staff reported that guests were pleased with the upgraded accommodations and did not balk at the higher price charged for those rooms. The guests said it was good value for the money.

Glacier Park Lodge deck replaced

One of the spring projects completed before the opening of Glacier Park Lodge was the replacement of the entire west deck off the lobby.

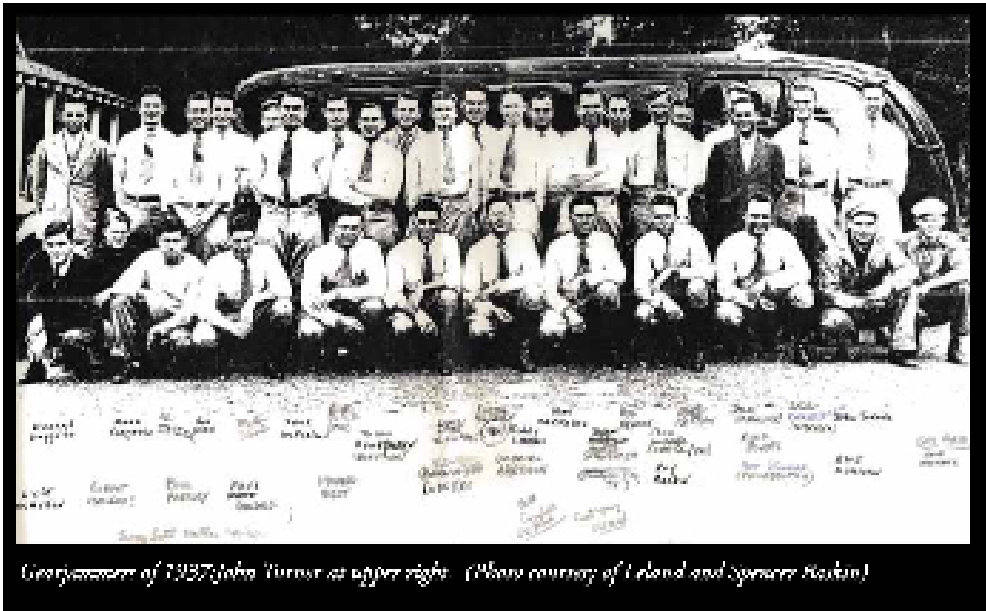
The work involved not only laying new fir deck flooring, but also replacing all the balustrades and painting them in the appropriate shades of brown and yellow.

The balustrades were cut and painted over the winter to speed up the installation and deck refresh. Pursuit's maintenance team completed the installation in three weeks.

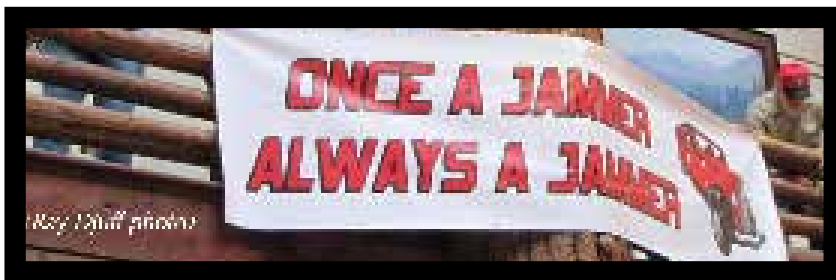
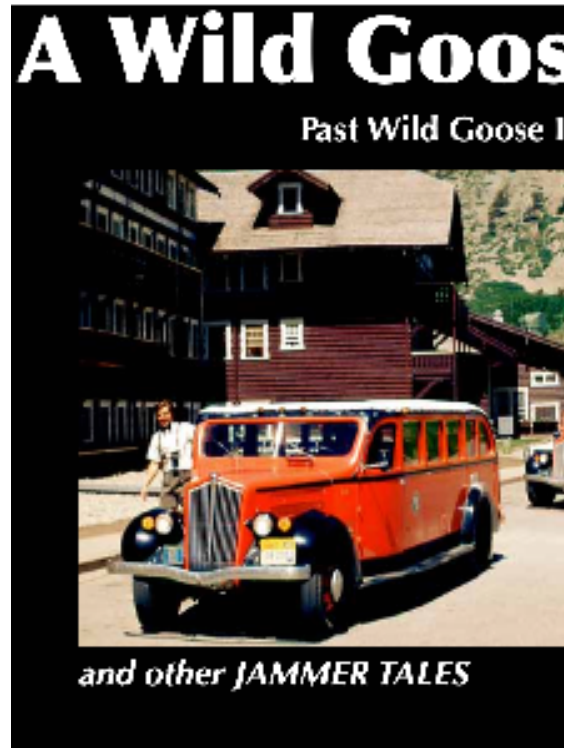
New Glacier railway print from artist Craig Thorpe

Fans of railway artist J. Craig Thorpe have a new Glacier scene to consider adding to their collections. Thorpe
(More News continued on page 29)

Glacier's Reds: *Images from past issues of the Inside Trail*

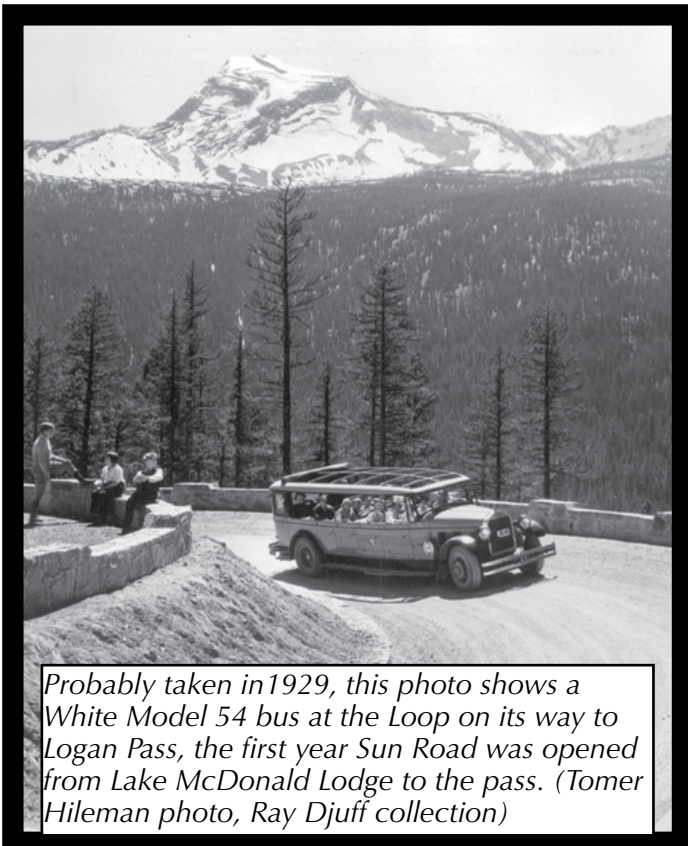


Housekeeping of 1937 (John Turner at upper right) (Photo courtesy of Leeland and Spencer Kistler)



Ray Djuff photo

*The Red Buses, like Mountain Goat are
Glacier National Park
and allure*



Probably taken in 1929, this photo shows a White Model 54 bus at the Loop on its way to Logan Pass, the first year Sun Road was opened from Lake McDonald Lodge to the pass. (Tomer Hileman photo, Ray Djuff collection)



"A Certain extraordinary individual millions of place in the world the 'Lan"

Inside Trail

Chase

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(Photo courtesy of Paul Meierding)

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in Coal" remains linked to an
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ystem Montana, referring to it as
d of the Shining Mountains!"

Gearjamming

at the
Rose Bowl



Red Bus No. 94 at the
Rose Bowl in Pasadena
(Rich Bond photo)

THE INSIDE TRAIL



Voice of the Glacier Park Foundation | Winter 2013 | Volume XXVIII, No. 1

Saving the Reds, again...

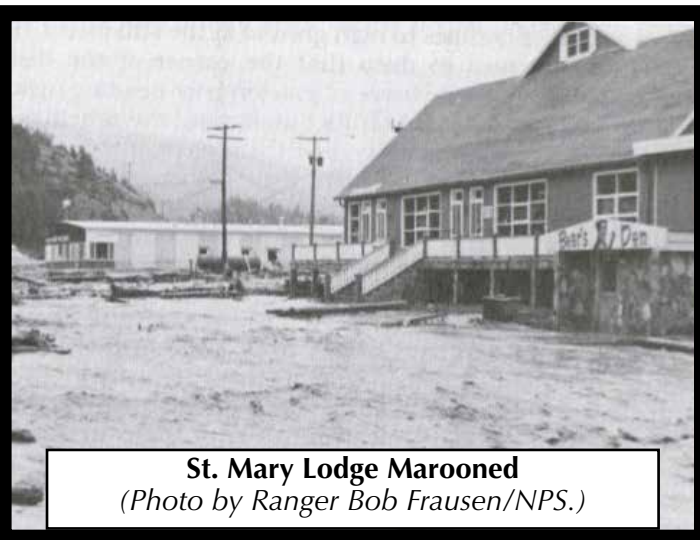


Photo courtesy of Tom Treddy

The public rallies to prevent retirement of Glacier's historic bus fleet
— probably the oldest in the world

Sixty Years Ago

The Great Flood of 1964 in Montana and Glacier National Park



St. Mary Lodge Marooned
(Photo by Ranger Bob Frausen/NPS.)

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

In 1964, during the second week in June, Montana suffered a natural weather disaster that was one of the worst in the state's recorded history. Massive amounts of rain pelted the northwestern section of the Treasure State, for three days and nights, until roughly twenty per cent of the land was flooded, about 30,000 square miles. President Lyndon Johnson declared at least 8 counties disaster areas, following an appeal by Governor Dave Manning.

The spring snowfall had been less than normal through March. But then snow fell very heavily in April, well above average.

Then in May, there was record snowfall. Natural melting was delayed by below normal temperatures from March through May and the ground was saturated. By the first of June, a warm moist air mass from the Gulf of Mexico swept up against the Rocky Mountains of northwestern Montana and it spilled over the Continental Divide. This air mass combined with a system of high pressure from the east, bringing in cold air and an upper-level low pressure system approaching from the west, causing apocalyptic amounts of rainfall and an unforgiving torrent of snowmelt, starting June 6th.

Tremendous amounts of water, debris and rocks poured down the eastern and

western slopes of the mountains. Dams failed or were breached, quiet streams turned into out-of-control monsters, roads were washed out (Highway 2 was badly damaged in places), rail lines were incapacitated, many bridges were torn apart or compromised, crops ruined, farm equipment rendered useless, thousands of vehicles lost, utilities interrupted, lakes and rivers overflowing their bed, traffic diverted, livestock and wild animals drowned, many businesses or homes were destroyed, with many more badly damaged. Streambeds were ripped apart and forest areas scarred. Human lives were lost and turned upside down.

Well over 1200 carcasses of dead animals had to be collected from Flathead Lake by barges. Even though ranchers and farmers tried to bury their dead animals, they had to do it in mud and grizzly bears would find them and have a feast.

At least thirty people died, many of them children on the Blackfeet Reservation. More than 8700 citizens had to be evacuated from rural areas, towns and small villages. Larger cities were also hard hit. In Great Falls, for example, about 300 people had to flee the raging waters of the Sun River. Even though Gibson Dam, on this river, held, it was breached and over 600 homes were destroyed or damaged. As it flowed, out of control, the angry Sun River was filled with houses, sewage, animals and debris of all kinds.

The Blackfeet people suffered catastrophically. Two dams, the Swift on Birch Creek and the Two Medicine failed. About 260 homes were destroyed and many people ended up living in tents. Along Birch Creek, alone, nineteen people were killed.

Many communities also dealt with great losses, including places like Columbia Falls, Choteau and Kalispell.

Miles of the Great Northern Railway Company's property was very heavily damaged by the relentless flood. Rail beds were washed out and lines were left hanging like suspension bridges. For example, all main lines between West Glacier and Nyack (Red Eagle) suffered from washouts. Much to its credit, The Great Northern, geared for emergencies, and with lightning speed and skillful engineering know how, rushed to fix the flood ravaged tracks.

The company hired 750 workers who toiled 12 hours a day, 7 days a week to get a line across Marias Pass by June 29th. Only 23 days after the catastrophe had occurred, Great Northern passenger and freight trains were rolling through the Rockies. This amazing effort cost millions of dollars. No taxpayer money was used and not one life was lost throughout this frantic repair job.

When all was said and done, it was estimated that this flood cost about \$63 million.

Certainly, Glacier National Park, in the midst of all of this disaster, was not left unscarred.

There was damage to facilities (hotels, motels, stores, dormitories, headquarters buildings, roads, trails, bridges, and so on). For example, Roes Creek Bridge was lost. But with the exception of the Lake McDonald area, the park, itself seemed to have dodged a major bullet.

In general, bridges were damaged or lost, roads were washed out, water supplies cut off, debris was on the roads and trails, hotels and motels flooded, with mud problems, employee arrivals delayed, transformers threatened, electricity cut off. Vegetation was destroyed, trees cut down, campgrounds damaged, people stranded. Folks had to be inoculated for typhus and bulldozers were in high demand. Supplies needed to be brought in by helicopter for a while.

The famous Going to the Sun Highway, through the heart of the park, suffered holes in the road, eroded road sides, some washouts, and mud slides. Loose and fallen rocks impeded any traffic. However, the road was passable to Lake McDonald by June 12. And, after being closed, Logan Pass, at the summit, opened on June 30th.

In West Glacier, the West Glacier Mercantile sustained damage, and the riverside cottages that had just been painted on the inside, were in shambles from waters of the Flathead River. The bridges at West Glacier buckled in three places, and logs and debris, that had been caught in the metal supports under the bridge were jutting out at all angles. The old Belton Bridge, upriver, was hastily repaired and put into temporary use.

The Village Inn, close to Lake McDonald, suffered water past the doorknobs and the nearby Apgar Campground was flooded. Fish Creek Campground lost picnic tables.

The most severe damage was experienced at Lake McDonald Lodge and environs, on the western side of the park. Lake McDonald Creek ran uphill because Lake McDonald was so jammed. The creek washed out the rustic bridge at the head of the lake. Snyder Creek that normally runs placidly through the property, became a raging muddy torrent, and flew down a mountainside, uprooting a lovely stand of cedar trees outside of the hotel.

Unwanted gravel and boulders covered the area below the inn.

Part of the west wall of the dining room and kitchen fell away. It had to be temporarily propped up with jacks. The heavy stone fireplace fell into water, leaving half the wall and heads of the taxidermized elk and mountain goat hanging over a non-existent mantelpiece.

The grill and the recreation hall were severely damaged and compromised by mud. The girls' and boys' dormitories were a mess and the approaches to both bridges on Snyder Creek were washed out. Park employees dynamited a stream channel above the lodge, diverting water from setting a headlong course through the parking lot and perhaps the main lobby. The boat dock was damaged and the ticket booth destroyed. Supplies had to be transported by helicopter.

However, tourist life must go on, and two days later, the gift shop items were being unpacked and flowers were set out. A temporary wall was constructed in the dining room, other repairs were made and a chlorination system, the water supply and the sewage system were attended to.

Glacier Park Lodge, on the east side, was able to open on June 12, even with a compromised water supply system (which was quickly repaired). The hotel hosted a Montana Jaycees Convention on June 19*, which

helped with positive publicity about the parks' facilities being open for the summer season.

The St Mary's area was flooded and had to be evacuated, but opened back up by June 22nd. Also, the Rising Sun facility and the campground there opened on this date.

Many Glacier Hotel employees had to deal with about one-and-one-half feet of mud in the basement area and about 25 inches of water (also in the lower level). Tables were brought in and placed in the hallway called Stagger Alley (the basement) so that furniture could be put up, out of harm's way. There was no electricity, and there was fear the transformers would be compromised, so the heat was shut off, and according to the diary notes of the beloved linen room matron, Mrs. Vera Daly, everyone had to don coats and sweaters and bathe outdoors as there was no water. She also stated that the electricity came back on June 9th and that helicopters flew in with repair materials as the road to Many Glacier from Babb was washed out in places with debris here and there. On June 14th a supply truck got through as the road was being quickly looked after. Some guests were turned back to East Glacier on the 15th and by June 17th, stranded Many Glacier employees were able to arrive at the hotel to start their summer jobs. All facilities and principal highways in the park were opened by July 1st, with work on the main hiking trails progressing. Remote Sperry and Granite Park chalets opened later because of heavy snow.

Throughout all of this trauma, interest in visiting the park remained high. Glacier Park, Inc. (which ran the facilities) and the Park Service did a heroic job of getting things up and running. On the 10th of June, a conference was held at the Park Headquarters. This building is located in West Glacier,

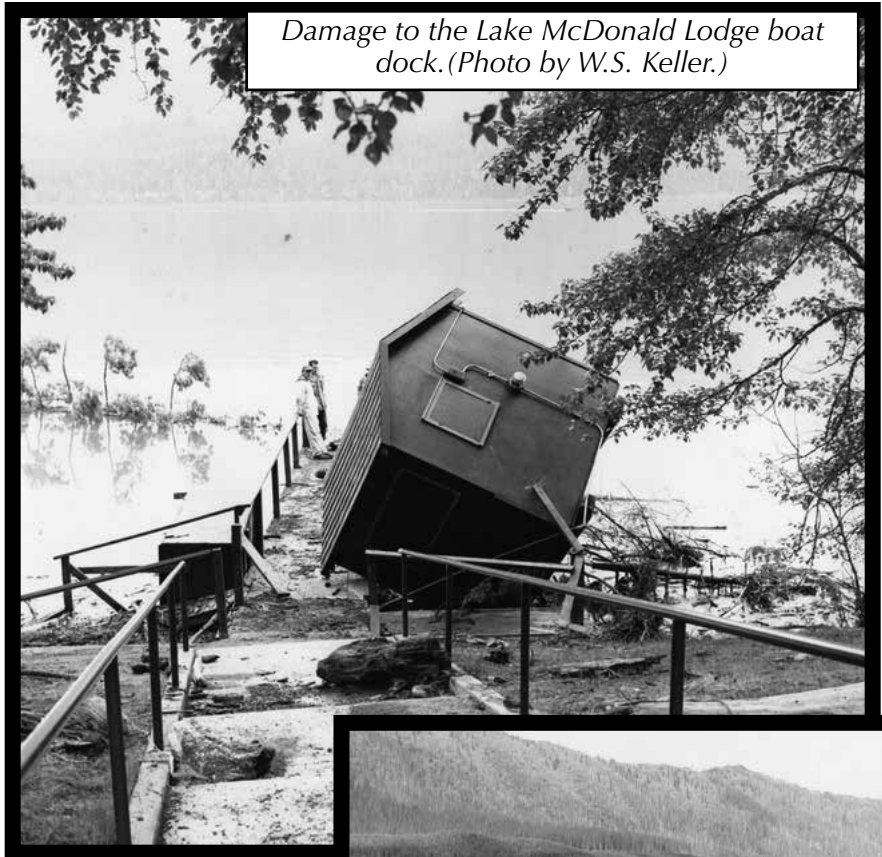
and because the West Glacier Bridge was not passable, some participants had to be flown in by helicopter. Don Hummel, of GPI, arrived in a small chartered copter. Mr. Hummel knew influential people and contacted Montana senators, such as Mike Mansfield, to get help and action for Glacier Park. Others in attendance were Park Superintendent Keith Neilson and assistant superintendent Jack Dodd.

Many National Park Service personnel were arriving to help in the rehabilitation effort. Some crews were already hard at work. The aforementioned old Belton Bridge was assigned to the United States Corps of Engineers. They built a hasty wooden "Bailey Bridge" on top of the intact concrete arch of the old structure so that West Glacier could be accessed while the damaged main passage could be repaired. The Superintendent was also very keen to work on getting Going to the Sun Highway open and fixing the myriads of problems that this unprecedented disaster had caused at the very beginning of tourist season. It was estimated that the flood in Glacier Park cost about \$3,959,600.

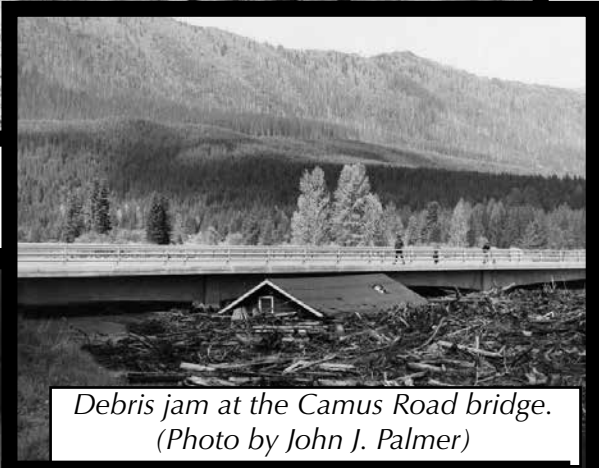
This dramatic and very frightening weather event is still discussed in the northwestern region of Montana even to this day. Anniversary articles appear and old timers who were there discuss how very traumatic it was. The wonderful lodges and motels, roads and trails and campgrounds of glorious Glacier National Park survived, much to the happiness of the traveling public and the park employees, to be enjoyed and treasured today and hopefully far into the future.



From the old Belton Bridge over the Middle Fork of the of the Flathead River, first day of the flood. (Photo by W.S. Keller.)



Damage to the Lake McDonald Lodge boat dock. (Photo by W.S. Keller.)



Debris jam at the Camus Road bridge. (Photo by John J. Palmer)



Claude Tesmer, Clarence Bengtson, Charles Riebe and Irv Lloyd inspecting Damage damage on Going-to-the-Sun Road after the 1964 flood (Photo by W.S. Keller.)

This dramatic and very frightening weather event is still discussed in the northwestern region of Montana even to this day. Anniversary articles appear and old timers who were there discuss how very traumatic it was.

Excerpt from Vera Daley's Many Glacier Flood Diary

Editor's Note: Vera Daley was a beloved, grandmotherly presence at Many Glacier Hotel from 1960 to 1976. She worked as seamstress and linen room attendant. Mrs. Daley kept a diary of the flood of 1964, which was published in the Summer 2000 Inside Trail. Here is an excerpt.]

Vera Daley, Many Glacier Hotel (1960 to 1976)

Saturday, June 6. Started to rain about 11 p.m. Rained all night, all day Sunday drifting across like snow, kept on steadily all Sunday night until around 2:30 p.m. Monday, when it began to ease off. By then the lake had risen so high the boiler room was flooded. The lake level rooms and hallway (main building) had 8 to 10 inches of water on the floor. The mattresses had been put up on the furniture in case it rose higher. The employees in these rooms moved up to first floor. We

had only one guest, Mr. Adler, restaurant man from Chicago. The St. Moritz & Lucerne rooms had water above the stage which is 25" high. The boys wading through it to keep on working. The folding chairs floating around, did not come into the annex rooms, but up to the level of the threshold – a drop more would have put the water right into the Lake Level of the annex.

Monday, June 8. The storm ended about 2:30 this afternoon. This evening we ate supper in the twilight. The electricity had been turned off in the hotel as the water was reaching the danger zone on the transformers. The boiler room flooded with over 3 ft. of water, the boilers had to be shut down. There was no heat now, so we worked with jackets over our sweaters. Candle light in the kitchen – the meal cooked on the dorm range. At the peak of the storm this afternoon the lake water was pouring over the bridge railing which is 31" high, washing away the edges of the bridge. The water brown from the

washed down earth.

Tuesday, June 9. Water system in the hotel & dorm was off. The men brought big trash cans of water in from the lake and rooms 62 & 64 were assigned for toilet facilities, using the water in the cans for flushing. A group from the dorm this evening formed a bucket brigade, bringing water up from the falls to put on the big oil range in the dorm kitchen for washing purposes, boiled for drinking. This a.m. the electricity was on again (had not been off in the dorm), the lake now down below the bridge and away from the hotel.

Wednesday, June 10. The water & heat still off in the hotel. All employees from Many & Swift Current were given typhoid shots by the Red Cross flown in by 'copter. We hear there is no water at East Glacier nor in the village and that this is a disaster area. We cannot get outside nor can anyone get in because of a bad washout near Babb. ... We hear by radio the damage is widespread.



Flood devastation. (Photo courtesy of Glacier National Park archives.)



St. Mary in Flood. (Photo by Margarate Black.)

The 1964 Flood at Glacier Park Lodge

Compiled by Hugh Morgan

At the Glacier Park Lodge reunion in July 2023, a group of employees from the early '60s sat

together for dinners. They remembered the great flood of 1964. Several of them contributed memories for this anthology.

A Letter from the Flood

By Jane Gelston Bucks (Glacier Park Lodge 1963-4) (sent to her husband-to-be, Dan Bucks on June 14, 1964).

Hi Dan,

This has been one of the most eventful weeks in my 19 years. The train from Minneapolis included a group of 8 of us headed to Glacier Park. Late in the afternoon I turned on my radio and we began hearing our first reports of trouble in Montana. Around 6:30 things began to sound pretty drastic. The Village of East Glacier was described as completely flooded out, dams were bursting, hundreds of people were isolated over a wide area. Needless to say, we were worried. As we got closer and listened to more reports, we heard about isolated Glacier employees and an alarming death toll for the whole area. We also began to doubt whether our jobs would be waiting for us if we managed to get there.

That evening we went back to card

This has been one of the most eventful weeks in my 19 years. The train from Minneapolis included a group of 8 of us headed to Glacier Park. Late in the afternoon I turned on my radio and we began hearing our first reports of trouble in Montana.

playing and tried not to think too much about what would happen if we really were unable to work in the Park. About 2:00 AM the conductor woke us up and announced that the train would be detouring soon and all of us bound for the flood area would have to get off at Havre, MT. At 3:00 AM we did just that. The Great Northern folks gave us no assurance of when or how we would get out of Havre. We were simply left off and stranded in the little depot in the middle of the night.

Our group was exhausted, and we decided to get some rest before venturing out the next morning as hitchhikers. We walked to the Fair Hotel and got rooms. It was a cheap place but quite clean and comfortable. It also gave us a chance to have baths and get cleaned up. (This turned out to be a good decision because it was at

A letter sent to Dan Bucks (her future husband from the Fair Hotel in Havre, MT. (Photo courtesy of Jane Gelston Bucks during June, 1964.)

least a week before getting "cleaned up" would be an option again.)

The next morning, we checked in at the depot to see if there

might be information about the track conditions and other flood updates. There I learned that my cousin had arrived during the night and was now also stranded. Mike had planned on arriving at GPL two days before my arrival. I located Mike in a cafe, and he explained that after leaving California and making it as far as Spokane, he had been switched to three different railroads and had some exciting trips over rails that were on the verge of sinking into the very soggy ground. Poor Mike was dead tired and worried. But we were very glad to see each other.

Late that afternoon a Great Northern bus arrived, and the driver told us he would be trying to get as close as possible to East Glacier. Two of us bought a loaf of bread and some packages of cold meat



Damage around East Glacier is unbelievable. Much of the rest of the Park is completely isolated. Two of the lodges have suffered serious damages. There is a stream flowing through the middle of the Rising Sun lobby.

for our group because none of us had money available for meals. We took our supplies on the bus and had sandwiches as we rode west. (Three sandwiches each at a cost per person of only 21 cents.)

The road we took to the Park had been washed out at least two times during the day but then reopened for emergency traffic each time. It really wasn't too bad and for the 9 of us it seemed almost fun. Until the bus had a flat tire.

We made it to East Glacier that night. There things appeared disorganized, confusing. Within a few minutes of arriving, we received the first of a series of four typhoid shots and repeated warnings not to drink or even touch any water source. It wasn't that hard to not drink the water but it was difficult to deal with needing to wash your face and hands in alcohol. I felt dirty and sticky all over, especially in my hair. But we were all in the same boat. The sewage problem

despite the flood. They arrived in full force - all 600 of them. To a new and still inexperienced dining room crew, this was a near catastrophe, but I think we held up quite well. The Jaycees had requested two banquets per meal - one for the men and one for the women. It kept us hopping! I worked an 18 1/2-hour day yesterday. And, yes, I will be glad when they leave.

The Montana bankers are arriving next and I'm hoping they might be more financially rewarding for the waitstaff. The Jaycees have been a bit tough, kind of an uncouth bunch who seem to be drinking constantly.

We did have Secretary Udall here for one meal, though, and I got to hear him speak.

Damage around East Glacier is unbelievable. Much of the rest of the Park is completely isolated. Two of the lodges have suffered serious damages. There is a stream flowing through the middle of the Rising

We are uncertain how all this will affect our jobs. Our dorms are packed at this point. So much damage, loss of life, uncertainty.

was critical but one that we just had to ignore.

That first week a limited supply of water was turned on right before a huge convention arrived. The Montana Jaycees decided to come

Sun lobby. I hope Ken's job there will eventually be available for him, but right now he is down here at East working as head room clerk.

All of the Park's bridges are out. The connections between East and West

Glacier will likely not be repaired for months. Sidewalks have buckled, gaping holes are everywhere. Helicopters are using the lawn by the pool to bring in evacuees.

We are uncertain how all this will affect our jobs. East should be ok. Of course, there will be lots of cancellations but we might be able to get some of the tour groups and conventions that had been scheduled for the other locations. Kids who were working at the other locations are hoping to relocate to East. Our dorms are packed at this point. So much damage, loss of life, uncertainty.

The Jaycee Convention

By Hugh Morgan (Glacier Park Lodge 1963-4, Many Glacier Hotel 1965, 67)

On June 7th, 1964, it rained like hell in Glacier National Park. In short order, creeks were overflowing, dams filled up, and roads and rails were undermined or washed away altogether.

I'd just reported for summer work at East Glacier, MT and Glacier Park Lodge to serve a second summer as a bellman-porter-houseman. The hotel was on higher ground and quickly became a refuge for those rescued by helicopter from the surrounding lands of the Blackfeet Reservation and Glacier National Park.

Our assigned work, readying the lodge for guests, was suspended in favor of providing temporary shelter to those brought to the hotel. We all worked "as needed" and skills allowing to prepare for guests.

It took several weeks to get rail and automobile traffic moving again after flood water subsided, but I

still clearly remember the arrival of the first hotel guests. They were a band of Montana Jaycees who arrived in a rail car that was disconnected from other cars and pushed into a siding at the Glacier Park Station. It had been a rough ride for the conventioners. Individuals left the train and hiked up the front lawn to the hotel to settle into their rooms and get some sleep. Their arrival...welcome in the sense that the hotel was in business for the summer...but leaving employees with much clean up and disorder when they departed.

The last night of the convention, the bar was bursting with Jaycees. The party went on until dawn and when I showed up to clean the lobby there were still a few stragglers who had not found their rooms. One fellow was engaged in a speech to anyone about "liberty, American values, and the flag". He held a beverage in one hand and gestured with the other, leaving the bar and heading (I assumed) for the men's room, downstairs. He teetered as he reached the stairs, just outside the bar then suddenly somersaulted down the flight, landing in a heap at the bottom but remarking that his glass was still in his hand. I followed him down to offer aid if needed and check on him after the fall. "I'm fine," he said, and disappeared into the men's room...where he was found by others shortly after...uncon-

scious on the floor.

Exiled to Swiftcurrent

By Jim Duffy (Glacier Park Lodge 1963-5)

The first memory I have of the 1964 Flood is arriving at GPL in torrential rainfall. While my contract said my job was in the Tipi Room, a 12-stool grill, soda fountain style, the hotel was not yet open, and it was "all hands on deck" to help in what was an emergency situation. The first thing I recall doing was helping mop up 6" plus of flood and backed-up plumbing water from the downstairs Moccasin Room and adjoining bathrooms. What a mess! It took us days to get the downstairs cleaned up.

The next thing I recall is Emily Moke, GPI Secretary and Manager Don Hummel's right hand, asking if I would be willing to temporarily help at Swiftcurrent, which was short-handed because of some flood-related issues. I agreed and worked in the Swiftcurrent store at jobs that included pumping gas for several weeks. While I enjoyed my time there, hiking the Highline Trail and Granite Park Chalet, I was "homesick" for GPL and my friends from the prior summer there. Thankfully, Emily got me back to GPL, where I worked in the Tipi Room and Bar. *it was quite a summer! As a footnote, in my first job as a lawyer in Hawaii, one of the senior lawyers in the firm was the father of a young lady I met while we worked at Swiftcurrent. What a*

small world!"

Staff Inoculations

By Becky Thacker Morgan (Glacier Park Lodge 1963-4)

In the medical dispensary, tetanus shots were the order of the day as freshwater lines to the hotel became contaminated. I was a nursing student at the University of Arizona, arriving to a job as a waitress my second summer. I was asked to help a staff doctor and nurse in preparing shots and assisting with other medical issues during several days on duty there.

High Ground

By Linda Thompson Wickert (Glacier Park Lodge 1963-4)

I was working at Glacier Park Lodge in East Glacier Park village when the dam broke and a 50-foot wall of water came rushing down the Two Medicine River valley. Our hotel was on high ground, so the town's residents were evacuated to our lobby. All of the roads, railroads, and bridges were washed out, and we were cut off from communication with the outside world for a couple of weeks. We scrubbed out garbage cans to catch rainwater, which we boiled, but dysentery was rampant. Somehow, we managed to feed and house everyone, and it was heartening to experience how all of the lodge employees rose to the occasion and volunteered to work together at no pay to help the community.

It took several weeks to get rail and automobile traffic moving again after flood water subsided, but I still clearly remember the arrival of the first hotel guests. They were a band of Montana Jaycees who arrived in a rail car that was disconnected from other cars and pushed into a siding at the Glacier Park Station. It had been a rough ride for the conventioners.

The 1964 Flood at Saint Mary

*y Terry Welder (St. Mary 1968-75;
Park Service 1990-2005)*

It has been 60 years and a tourist season since the incredibly destructive Montana Flood of 1964 and we have all been watching the aftermath of two successive large hurricanes in the southeastern United States. Having lived and worked through several floods in Northwestern Montana and, more immediately, Glacier National Park, It is difficult to watch the destruction and desperation that our neighbors to the south are enduring without flashing back to similar personal traumas in our immediate environment. Thank God for community, good neighbors and a country that supports and appreciates organizations like FEMA!

Full disclosure: I didn't arrive in Montana, Glacier National Park and St. Mary until August of 1968. So, at first, I thought it a bit unusual to receive a request from John Hagen and Ray Djuff to contribute some memories of The 1964 Flood. That is, until I started asking other neighbors in the Babb/St. Mary Valley what they remember about the event. Guess what – there are not that many left who were old enough to remember much detail about The Great Flood!

Upon further reflection, it occurred to me that I have been as close to the aftermath of that event as anyone else has for the last 56 years. Once I arrived in St. Mary in 1968, I became heavily involved in just about everything affecting St. Mary and its workings for the rest of my life.

Much of that involvement included ground level maintenance and management at the most basic levels. I have encountered constant physical reminders and endless memories of that flood and personal experience with two later, almost equally dramatic, floods in St. Mary in 1975 and 1991.

From 1971 through 1975, I was often one of the first employees to arrive in St. Mary in the spring and the last to leave in the fall. There were weeks at a time when Hugh Black, Heinz Starke and I were the only crew opening and closing. Heinz could do anything that involved maintenance. The earliest issues were always about winter damage to structures, plumbing, electricity and resultant excavation, just as they are today. Winter takes a heavy toll on seasonal businesses on The Rocky Mountain Front. Broken pipes often required tearing away knotty pine paneling and sheetrock in many of the buildings of St. Mary Lodge and Resort.

Even today, maintenance workers in “The Village” open up walls to find silt from the 1964 Flood lining the interior walls from floor to ceiling. It just comes with the territory – every building in St. Mary was inundated with flood water for over a week and, short of complete demolition, the only solutions in 1964 were to clean up the best one could and to remodel the interiors of all structures. In later recorded interviews, Hugh talked about “watching the washers and driers flow right out the doors of the laundry and seeing

everything from the warehouse in the basement of the lodge simply rise to the surface and flow down Divide Creek.”

After work in the evening, we would sit around the dinner table with a happy hour cocktail and, while I whined about the maintenance challenges of the preceding day, Heinz would reminisce about the years of unforeseen weather-related emergencies that he and Hugh had lived through. Many of his favorite stories involved the '64 Flood. The perfect storm of conditions that resulted in the flood came together so quickly that no one saw it coming until St. Mary was hip deep in flood water.

A tragic tale involved Happy Williams of the Montana State Highway Department. The Blacks had leased land for a highway maintenance facility at the south end of St. Mary. Hap was in charge of the facility. As night fell on the flood's first day, he stood by Divide Creek close to the maintenance compound, near his truck with its headlights on, to keep vehicles from entering the flooded highway. The creek bank collapsed and Hap was swept away. Three days later, his body was found several hundred yards downstream. He was one of two documented drownings at St. Mary during the flood.

Hugh had dealt with Park business and politics since 1926. He certainly had his ideas about what needed to be done. They were not always the same ideas that Park administration had in mind! The stonework bridge that crosses Divide Creek and

provides access to the east entrance of Glacier National Park has been a protected historical structure since the completion of Going-to-the-Sun Road. The flow space beneath the bridge is extremely limited. As soon as the '64 Flood hit, large uprooted trees began to pile up on the upstream side of the bridge. That barrier amplified the total flow of the creek immensely. The water flow immediately shifted over to the next lowest pathway down the middle of Highway 89. All of the buildings in St. Mary were very quickly inundated. Hugh's suggestion was to dynamite the historic bridge, but the Army Corps of Engineers and the Park Service were having none of it. And so the worst possible flooding continued for over a week.

Heinz remembered that, after the main flooding subsided, Danny Harmon arrived from Kalispell with a large crane. It took him several days to clear the debris from the south end of the bridge. Heinz said that Danny worked with the crane like a dental technician to save the historic bridge. Heinz could only watch the process with awe and wish that he had equivalent skills.

Historical structures are certainly important and we treasure that bridge to this day, but one might think that everyone involved would have learned something from this "once in a hundred years" event. Alas! Eleven years later it happened again, and Heinz and I were in the thick of it.

The weather conditions in early June 1975 were nearly identical to those that had come together in 1964 (except that the Swift Dam and the Sun River Flood Plain did not contribute to the immediate dynamics). On the night before the 1975 Flood, I

was peacefully entertaining friends from Minnesota in my cabin above St. Mary. We listened to heavy rain on the roof. We woke up in the morning to see that Divide Creek was already well outside its banks and creeping up on Highway 89. My friends packed up their car and headed for the hills as fast as their wheels could carry them.

Within a couple of hours, all visitors were evacuated from the east side of the Park and "the déjà vu began all over again". Fortunately, we already had the full summer crew to take care of cleanup and we were back in business by the 3rd of July. In the meantime, everything that would float came up the warehouse steps of the lodge and headed down Divide Creek - again! There were the usual gifts of floating bottles of wine and cans of beer along with a few choice odds and ends from the walk-in cooler.

The upper floor of the lodge was above water and we had power. On the first day of the flood, Ray the Chef managed to snag a couple of floating turkeys before they floated off to Canada, and we had a dinner treat. Over the ensuing night every non-vegetarian employee experienced howling diarrhea, but fortunately most of it had moved on by morning. We had no idea that digestive excitement could strike so quickly and so severely.

Having learned a lesson from the Flood of '64, Hugh was not going to wait for government help to clear the flow at the historic bridge. Heinz and my friend Dave Tandy took turns running the D6 Cat down the Divide Creek bed. They moved as many trees as possible before they

could stack up against the bridge. Heinz admitted to having trepidation about driving the Cat through rushing water, but Dave, young fool that he was, simply reveled in the task. I have a picture of Dave with his hard hat and a big grin pushing through a wall of water in the middle of the creek. The two of them were able to mitigate a great deal of the damage that might have occurred. However, the damage was actually worse than the damage from the '64 flood, because the resort had expanded significantly in the ensuing eleven years.

Once again, Hugh Black had a few strong words and arguments to share with the Army Corps and the Park Service about the obvious obstacle that the bridge presented for future "hundred-year events," but to no apparent avail. Then, 16 years later, in 1991, another hundred-year event occurred!

This time, an obvious mitigation plan was immediately executed. Within hours of Divide Creek overflowing its banks, the Park Service simply found the closest low spot on the road inside the bridge and breached it. Divide Creek welcomed the natural and historic channel. It flowed smoothly on down to the St. Mary River between the two lakes.

There was, of course, flood damage in St. Mary once again, but nothing like that of the two previous floods. After the flood subsided, the road was easily repaired in a couple of days. St. Mary and the east entrance to the Park were promptly back in business. One can't help but wonder what a difference it would have made if that simple solution had occurred to authorities before the '64 Flood!

Although I was too late to arrive for the excitement and tragedies of 1964, I have experienced the results for 56 years. My wife, Sally Black Welder, spent every summer of her life in St. Mary and was there to see it and deal with it. Sally was 15 years old in the summer of '64 and was in the family home when the water arrived to fill the basement.

Sally's parents had already planned to give her a week off to visit her brother Hugh in Anaconda, where he was a parish priest. Since there were few other teenagers for Sally to hang with in St. Mary in the summers, Hugh thought that it would be a welcome experience for her to spend some time with other kids her age in a typical Montana town setting. When the flood hit, Margaret Black welcomed the chance to get Sally out of danger and the mess that the entire crew would be dealing with. Sally, of course, was reluctant to leave with the family home and business in turmoil, but she does have vivid memories of the few days she spent in her older brother's parish.

When Sally returned to St. Mary to help with cleanup after the worst of the flood, it was very different from the town that she had grown up in. The summer crew had brought the facilities back to partial opening condition by the second week in July. However, it would take years to restore the business to its pre-flood functioning.

Sally remembers that meals for the rest of the summer were like a daily smorgasbord. Fresh stock was brought to the resort for tourist meals. However, employees and the family had thousands of cans of unidentifiable contents for their daily fare! All the labels on cans in

[E]mployees and the family had thousands of cans of unidentifiable contents for their daily fare! All the labels on cans in the warehouse and the grocery store had been soaked and torn off in the flood.

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The canned food was still good and could not be wasted. So every meal was a bit of a surprise. Once a can was opened it must be consumed, so whatever appeared became "part of this nutritious meal." Sometimes dinner included three different kinds of fruit and sometimes three different kinds of soup or vegetables, until it was all used up. Margaret Black didn't succeed in business by being a fool!

Part of Sally's daily routine after work included a late afternoon horseback ride with her neighbor on the hill, Margie Johnson. Both girls worked in the family restaurants, and Sally would sometimes go up the hill to help Margie finish up so that they could go riding. The two would ride anywhere in the hills and woods that they could access. Sometimes they would just ride along

Divide Creek and the St. Mary River where it flowed between the two lakes.

Just below the distributary, where Divide Creek flows into the St. Mary River, there is a delta buildup of sand where local people and employees go to swim on warm evenings. Sally has always called the area Dark River after the scene filmed there from *Cattle Queen of Montana* in the 1950s. We still swim there on warm summer evenings and it is great fun to meet some of our neighbors there.

In the summer of '64, after the flood, there was, of course, a lot of debris to be found and eventually cleared up along the banks of the creek and the river. Sally and Margie found it sad, though interesting, to see the many once useful items that had drifted down from the grocery store, the warehouse and the gift shop. One evening they were eerily surprised to come across a sandbank transformed into a tiny village of na-

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ked Troll Dolls, with their florescent hair reflecting the setting sun. An entire box of the small trendy dolls had clearly escaped the gift shop and made its way downstream to the riverbank where local children had helped them to set up camp.

The stories that I have read and heard about the Flood of '64 are endless and legendary. I have just have a couple more to share before closing. My longtime friend Rick Davis grew up in Great Falls. He was 16 when the flood hit. A friend of his had a Volkswagen Bug, and they decided to take a road trip to get away from all the confusion. The friend's family had a cabin in the Apgar area on the shores of Lake MacDonald and they got permission to go there for a couple of days.

They reached West Glacier, to find that the bridge across the Flathead River had been washed out. It was late evening when they arrived, but they were able to put on their backpacks and climb across the girders to the other side. (Don't ask me to explain what was going on with security!) They hiked to the cabin and opened the door to a shallow flow of water. The carpets were, of course, wet and dirty. They found rope and raised some of the more expensive furniture off the floor to dry out. They spent the night, but made their getaway early next morning.

Sally and I built our first Montessori school in Kalispell in 1976 across the road from Woodland Park. As we were stripping out interior siding in the utility room, we found a heavy layer of dried mud packed behind the siding at a uniform level of over three feet. The likelihood of flooding had not occurred to us when we chose that area of town to build our

The stories that I have read and heard about the Flood of '64 are endless and legendary.

school. We checked with one of the city engineers who had a child in our school and he said, "Oh yeah, that house occupies the lowest point in Kalispell and it was flooded with over three feet of water in the 1964 Flood." It made perfect sense, considering the fact that The Woodland Park outlet stream ran right through our back yard. Fortunately, there have been no additional hundred-year events since we moved in!

The Black family lived in what is now The Homestead House in St. Mary, from 1934 until we sold the business after Margaret's death in 2008. For all of those years of family living, the house was always stuffed with family, relatives and friends of the six kids who grew up there. There was always room for one more! For many years, some of the boys would actually sleep in the basement area of the house.

After the flooding in 1964, the basement was never used as a bedroom again. At least six inches of mud were removed from the basement floor and it was cleaned up for storage after that summer. One small storage room, at the bottom of the stairs in the basement, was left uncleaned after the flood and it remained that way until the spring of 1973 when I was the Housekeeper. While we were opening, Hugh asked me to see what I could do about cleaning that little room up.

The floor was an eight-inch mass of moldy cardboard boxes and dried mud. I shoveled and toted for

several hours and found nothing of much interest or value in the process. I was nearing the end of the job when I was able to peel a layer of ugly, but fairly intact, cardboard from the floor. Beneath the cardboard I found an old layer of hide and turned it over. It turned out to be the shield cover of a somewhat dirty and slightly damaged beaded parfleche – a small Native carrying case.

I cleaned the beadwork off to the best of my ability. Years later, I took it to my friend Mark, who does restoration work on Native artifacts and asked what it would cost to repair the small spots where beads had fallen off. Mark said that it wouldn't cost too much to restore it, but it was probably better left as it was. He said, then, that it was probably worth about \$2,200 but he couldn't be sure without further research. Strangely, he didn't know if it was of Blackfeet origin. It was more likely Shoshone or Nez Perce. The bead work was certainly Nineteenth Century and it would be difficult to find replacement beads. Hugh could not remember when or how he acquired the piece and it still sits in a box in our loft awaiting its final fate. Shades of Antique Roadshow – I wonder if the value arrow and "Ca-ching" has gone up or down?

The stories of the '64 flood are endless and legendary, as are those of '75. Let's hope that we don't have another once-in-a-hundred-years event anytime soon!

(More News continued from page 15)

revealed a new painting and derivative print featuring a westbound Amtrak Empire Builder train stopped at the Belton station in West Glacier.

The unveiling of the original artwork was held Aug. 18 at the station. It included not only Thorpe, but Glacier Park Foundation member Scott Tanner and his wife Jan, who had commissioned the painting on which the print is based.

The painting pairs with a similar one done by Thorpe featuring an east-bound Empire Builder stopped at the Glacier Park station with Glacier Park Lodge in the background. A red bus is prominent in both that image and the new Belton station painting.

Besides the Belton station, the West Glacier scene also includes the Belton Chalets, the Glacier Highland Restaurant and a Glacier Raft Company bus heading west with rafts in tow for a white water adventure on the Middle Fork of the Flathead River.

Thorpe is a fine arts graduate from Carnegie-Mellon University who left architectural work and a stint as a Presbyterian pastor to become a nationally recognized railway artist and landscape painter. He lives in Bellevue, Wash.

Prince of Wales Hotel gets a new roof

A new roof has been installed on the Prince of Wales Hotel, replacing one installed in 1993-94.

While 30 years is a good life for a typical shingled residential roof, the Cembrit Ltd. cement-fibre slate roof installed in 1993-94 was supposed to come with a 50-year guarantee.

The slate roof did not fare well against the elements to which it was exposed in Waterton Lakes National Park and

began incurring breakage and losses starting more than a decade ago. The observation tower at the peak of the hotel was charred during the 2017 Kenow wildfire because of missing shingles.

Fortunately, the hotel did not suffer irreparable harm from the broken and lost Cembrit slate shingles because they had been installed over the original cedar shingle roof, which dated from when the hotel opened in 1927. The cedar kept out the elements where the overlay was broken or missing.

Work on the new roof started in 2023 after the hotel closed for the season and continued until just days before the hotel opened on May 17, 2024. The job was handled by Poole Construction Ltd. of Calgary. It took elaborate measures for the safety of the roofing crew, including cranes with buckets so workers could more safely reach potentially treacherous vertical surfaces, such as the observation tower.

The new roofing material is reportedly fire-and-weather-resistant. It is a slightly darker shade of green than the Cembrit slate. Ridges impressed in this molded shingle mimic the grain in wood, giving it an authentic look.

Poole Construction workers not only removed the Cembrit slate roof, but also the underlying original cedar shake roof to get to the plywood base. After 90 years the plywood still looked new, with only a few sheets needing replacement due to moisture damage.

The effectiveness of the original cedar shakes was also evident in one that was saved. It still featured the manufacturer's paper label on the underside indicating it was H-M Brand Tilex produced by Hunting-Merritt Lumber Co. Ltd. of Vancouver, British Columbia.

The roof of the hotel was never supposed to be green. Instead, the red cedar turned a silver-grey over time. It was first painted green in the 1950s by order of park officials who wanted it to conform with its architectural guidelines. A cedar shingle that I recovered shows that the roof was painted at least twice before being covered by the Cembrit slate.

The Poole Construction roofers who did the job expressed admiration for the construction crew that built the hotel. "It took us all winter to reshingle the roof and the original guys built the whole hotel in nearly the same time," one worker said.

Elevator at the Prince out of service

The elevator at the Prince of Wales Hotel in Waterton was out of commission during the summer of 2024. It went out of service in mid-June and had not been repaired as of August. The exact cause of the elevator problem was unknown.

The elevator is original to the hotel and one of the last in the province of Alberta that is not automatic, requiring a staff member to operate it. It was installed in 1927, the same year the hotel opened.

The lack of elevator service to the fourth floor was taken in stride by most hotel guests, although the bell staff reported instances where patrons were not happy about the situation.

The lack of elevator service was also a nuisance for housekeeping staff. They had to take dirty laundry in baskets by hand to the basement and out to a waiting truck, then haul fresh linens and towels back upstairs to the linen rooms on each floor. The Prince of Wales Hotel still operates a laundry in its former powerhouse building, although the work is contracted to a private operator.

High tea at the Prince moved to dining room

Return visitors to the Prince of Wales Hotel will notice a change in service for high tea. Previously, high tea was offered in the lobby at tables near the three 18-foot windows overlooking Upper Waterton Lake. The tea usually started after the Royal Stewart dining room closed following lunch service.

Starting in 2023, tea service was moved into the dining room for the lunch period. Hotel guests seeking lunch could order it either in the Windsor Lounge or at the former tea service tables in the lobby. The hotel's liquor license was expanded to include not only the dining room and lounge, but now the lobby.

This change makes better organizational sense for the hotel. Guests taking high tea in the lobby had to contend with visitors who wanted to get a better view of the lake out the lobby windows. That conflict is now resolved.

Tea service in the dining room still generates good revenue and having guests take lunch in either the lounge or lobby expands the use of both sites.

The Windsor Lounge was typically quiet during the noon hour as guests went to the dining room. With the change, the lounge has been packed from before noon through the early afternoon with hotel patrons seeking lunch and a drink. And meal and drink service in the lobby was also brisk in a space where there had been no revenue generated previously.

Glacier workers make grocery trips to Canada

One of the banes of customs and border staff at the Piegan station each summer is Glacier Park and concession staff coming back from grocery shopping trips to Cardston and Lethbridge in Alberta with non-permitted products. Inevitably the staff must

explain to the shoppers what products they can and cannot bring into the United States.

When I mentioned to a border agent that I was entering Montana to give a talk at an orientation meeting for staff at Many Glacier Hotel, I was handed a sheet with guidelines about what produce, meat, seeds, plants and firewood were permissible to bring into the United States and asked to make staff aware of it.

I posted the sheet in the employee dining rooms (EDRs) at Many Glacier and St. Mary Lodge. The staff in East Glacier Park is close enough to Cut Bank, Browning and Columbia Falls that they are less likely to venture to Canada for groceries.

Open Top bus tours in Waterton cancelled

An "Open Top Touring" bus that had run for two seasons out of the Prince of Wales Hotel was discontinued for the summer of 2024.

The tours, using a custom-made bus based on the White Model 706 reds still used in Glacier, did run to Cameron Lake, Red Rock Canyon as well as the townsites. The price was initially \$47 per adult and was raised in the second year to \$55.

The Open Top bus, painted in vintage Brewster company blue and cream livery, can accommodate 19 passengers. The drivers wore a retro, 1930s style uniform as befit the look of the vehicle.

Pursuit, which owns the Brewster suite of companies in Banff, ordered the four custom-made Open Top buses from the Prefix company in Michigan. The design, rendered in fiberglass versus metal, is a modern interpretation of the White Model 706, only longer and taller.

The Waterton tours were an experiment to see how well the service

would do, but failed to live up to financial expectations and were cancelled, with the bus returning to Banff.

Concierge service set up at Rising Sun

One of the features at Many Glacier hotel has been the concierge desk opposite the front desk. It's where staff answer guest and visitor questions about local sites and help with red bus tour bookings and scheduling.

For 2024 it was decided to move two of the four concierge staff to Rising Sun Motor Inn, where they worked out of a makeshift desk in the lobby of the Two Dog Flats Grille, opposite the giftshop. The rationale for the move was that almost all red bus tours stop at Rising Sun, but not all of them go to Many Glacier Hotel.

Sherburne reservoir low

The effects of light winter snowfall in the mountains were evident this spring at Sherburne Reservoir, which was particularly low compared to normal. In late May the reservoir is typically near full from snowmelt.

It is not unusual for Many Glacier to see annual snowfall of 200 inches or more, with a snowpack in the mountains of 90 inches. As of March 2024, snowfall in Glacier was reported to be about 60 percent of average.

Meanwhile, the section of the Babb-Many Glacier Road from Sherburne Dam to the park entry station remains unfinished. Early in the season the road was laced with potholes, besides having a washboard finish. I noticed even trucks slowing where the road was particularly rough.

Dust raised by vehicles using the road was unpleasant for motorists and their passengers. It's unknown when this section of road will be finished to the same high standard as the rest of the route, which was completed two years ago.

All-Lodges Glacier Alumni Gathering Update

Registrations to attend the Glacier Park All-Lodges Alumni Gathering at Glacier Park Lodge July 15-18, 2025, will be e-mailed in April 2025.

For lodging, check Glacier Park Lodge for possible cancellations: 1-844-868-7474. (*Mountain Time*) There are approximately 100 motel rooms in and around East Glacier Park. If you need help with those listings, please contact Carol: CarolDahle@yahoo.com. (Or see the Spring 2024 *The Inside Trail* for telephone numbers. Also, check Expedia.)

Tuesday, July 15 is the arrival day with an evening *Meet-and-Greet*. There will be optional morning programs Wednesday and Thursday, and evening entertainment on Tuesday, Wednesday and Thursday. (If you're interested in performing, please give it some thought. All are welcome.)

Organizers are John Dobbertin and Carol Dahle.

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.

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John Hagen
Susan Krebs
William Marx
Ann Nelson

Dean Sayles
(in honor of Bill and Marie Blunk)
Mark Schneider
David and Sue Ellen Shoup
Jim Thompson and Margaret Dowling



This is a rare photo of President at Many Glacier. He stopped for lunch there on his Aug. 5, 1934, during his tour of the park. This is one of the few photos of him there. (Glacier Park archive, HPF-721)



Glacier Park had eight long-wheelbase Cadillacs that were most famously used to carry President Franklin Roosevelt and his family through Glacier in August 1934.



... The Cadillac pictured here was the third in the convoy. It carried the president's wife, Eleanor Roosevelt, two other ladies, and a Secret Service

agent who sat beside the driver, Andrew Miller.

Below, is a recent photo of the same vehicle.

(Top photo courtesy of Max Beard. Bottom photo courtesy of Ray Djuff.)

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.glacierparkfoundation.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.

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