

PHO. 664532

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY

RECEIVED MAR 7 1978

DATE ENTERED JUN 13 1978

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

NAME

HISTORIC

Bend Skyliners Lodge

AND/OR COMMON

Same

LOCATION

Deschutes National Forest

STREET & NUMBER

Tumalo Creek, Road 1828, 11 miles west of Bend (17.6 Km)

CITY, TOWN

Bend *vic.*

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

2nd

STATE

Oregon

CODE

41

COUNTY

Deschutes

CODE

017 ✓

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input checked="" type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

AGENCY

REGIONAL HEADQUARTERS: (If applicable)

United States Forest Service

STREET & NUMBER

211 NE Revere

CITY, TOWN

Bend

VICINITY OF

Oregon

STATE

97701

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

United States Forest Service

STREET & NUMBER

211 NE Revere

CITY, TOWN

Bend

Oregon

STATE

97701

REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Skyliners Lodge is among the outstanding rustic mountain resort developments carried out in Oregon under federal auspices during the Great Depression. The type reached its highest expression in Timberline Lodge, an ambitious contemporary project completed in 1937 in Mt. Hood National Forest. A project of more conventional scope, Skyliners Lodge in Deschutes National Forest is significant as an intact example of WPA log architecture in the region. Moreover, a sampling of its furnishings and fittings remain in situ. Built-in kitchen counter stools made from whole tree stumps peeled of bark are classic examples of the National Park Rustic Style, and elaborate wrought-iron strapwork door hinges, "trestle" tables and benches follow the tradition of the Arts and Crafts Movement. Depression Era resort architecture is of special interest in the Pacific Northwest, where it is comparatively widespread. Such projects provided jobs for skilled and unskilled workers alike, and the quality of craftsmanship which was attainable under the circumstances then has not been seen on such a scale since.

The Bend Skyliners Lodge is located eleven miles west of Bend on Road 1828 along Tumalo Creek, approximately three miles east of Tumalo Falls. Native materials, both wood and stone, were used in construction, and everything was handcrafted. The entire cabin is constructed of huge spruce logs, expertly notched and fitted. The round notch method was used to tie together the exterior walls at the corners and all of the interior walls on the inside. Spruce logs were also used for the open roof trusses, with one large spruce log for the ridge pole. All of these logs have been varnished to retain their original beauty. The flooring of the Lodge is made of tongue-and-groove fir stock. The roof was constructed of pine roof sheeting, covered with cedar shaking which was hand split by the artisans.

A native material called tuff was used in the three large fireplaces that were built in the building. This material is unique to the Bend country and used because of its natural beauty and resistance to weathering. These three large fireplaces are still in working order and are being used at this time to heat the building. The workmen also installed a wood furnace to help heat the building. It is no longer in use at this time as it does not meet the present-day fire codes.

The extreme dimensions of the building are 42'x62'. The plan is nearly rectangular in shape, with a 5' section projecting from the livingroom on the west end of the Lodge.

The structure consists of three separate stories. The first is a basement constructed of concrete walls and floor in which is housed the wood furnace, a water pressure tank, and wood chute. On the main floor are the main lounge or living room, one kitchen with bar and stools, and two small lounges or bedrooms that also have walk-in closets in each. The openings of the three fireplaces are also on this floor. There is also an open deck off the kitchen and a back porch and stairs that make up an exit from the north side of the building. Upstairs there are two large sleeping rooms that can accommodate about 50 guests. With few exceptions, the Lodge appears in excellent condition inside and out.

With the immense snow pressures and depths at the Lodge during the wintertime, the shake roof had to be replaced with aluminum sheeting. In 1975, a falling tree destroyed the front or south porch. The members of the Skyliners organization constructed the dining room furniture, benches for the three rooms, and davenport. They also constructed the chairs that were used in the building at this time. All of the furniture was made of heavy knotty pine, stained to preserve the original color and texture. The patterns for the furniture came from the Skyliners themselves, as many of the organization worked in the local mills and were very familiar with construction of furniture. Much of the furnishings are still in use in the Lodge. There are several detached sleeping huts that

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were constructed in the late '50s. These sleeping huts were used by some of the permittees to accommodate youth groups that used the organization camp. Also at a later date, a concrete slab was poured northeast of the building to accommodate basketball, volleyball, badminton, and other games participated in by these summer youth camps.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1936

BUILDER/ARCHITECT

MR. CLEON CLARK, ARCH.

STATEMENT OF SIGNIFICANCE

The essence of Skyliners Lodge's significance to the state and to the region lies in its being an intact example of WPA rustic mountain architecture and in its serving as a focal point for outdoor recreation development in Central Oregon.

To elaborate, as a Works Progress Administration project, the Lodge is a product of and monument to the institutionalized responses to an era of major social dislocation in our national history, the Great Depression of the 1930s. Its construction involved much of the basic social and political machinery developed to deal with the Depression. As a winter recreation facility, the Lodge was a focus for the interests of a relatively small but very dedicated group of snow sports enthusiasts. From their early efforts, there has developed today a winter recreation industry in the Bend vicinity which is an elemental portion of the area's economy. Indeed, Skyliners Lodge is the direct progenitor of today's extensive snow sports facilities located at Bachelor Butte, outside of Bend. The Lodge is also in a very real sense a monument to the Skyliners Club. Tracing its official beginnings back to 1927, Skyliners has been an institution for many years, one whose contribution and value have transcended the immediate locality of Bend. In addition to having earned themselves a fine reputation as a search and rescue unit, the Skyliners long served as the focus for interest in winter recreation in Central Oregon at a time when the popularity and economic impact of this form of recreation was much less than it is today. As such, the group served a vital social function in linking together the individuals who shared a common interest but were widely dispersed throughout a large and sparsely populated geographic area.

It is important to note that the management plan for the Deschutes National Forest addresses the future disposition of the Skyliners Lodge. Under provisions of this plan, the Lodge will continue in its historic role as winter recreation site and summer youth campsite.

Formed in 1927 with Carl A. Johnson as first President, the Skyliners organization is celebrating its 50th anniversary. From obscurity, the mountaineering association grew into one of the largest and best known groups of its kind in the western states.

The organization had its origin in a manhunt in the storm swept Cascades--a hunt that indirectly resulted in the death of one of the founders of the Skyliners, Nils Wulfsberg. While a blizzard raged over the Cascades, Wulfsberg, Chris Kostol, Emil Nordeen, and Nels Skjersaa started on a final quest for two lost boys. On skis, they traveled twelve miles to the mountains, climbed the North and Middle Sisters in a single day, and skied the twelve miles back to camp that night without finding a trace of the lost youths. Wulfsberg, one of the finest sportsmen the Northwest ever knew, suffered a heart strain on that grueling trip and died a year later.

Although born of tragedy, the Skyliners soon became a happy organization whose vast playground is the Central Oregon Cascades. The Skyliners can well take time out to celebrate their 50th anniversary and to review their accomplishments of the past fifty

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet

10 GEOGRAPHICAL DATA

State Plane Coordinate

ACREAGE OF NOMINATED PROPERTY 4.1

N = 863,421.054

UTM REFERENCES

E = 1,728,447.368

A

1,0	61,85,4,5	4,87,62,0,0
ZONE	EASTING	NORTHING

B

ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The property is located in SW $\frac{1}{4}$ of the NW $\frac{1}{4}$, Sec. 10, T. 18 S., R. 10 E. of the Willamette Meridian.

Beginning at a point N. 81° E. 808' from the quarter corner common to Secs. 9 and 10, T. 18 R. 10 E., W.M.; thence N. 84° E. 396'; thence N. 13° E. 430'; thence S. 71° W. 380'; thence S. 5° W. 125'; thence S. 33° W. 190'; thence S. 22° W. 122.5' to point of beginning.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Robert K. Fuller, Research Specialist

ORGANIZATION

US Forest Service, Deschutes National Forest

DATE

August 24, 1977

STREET & NUMBER

211 NE Revere

TELEPHONE

503/382-6922 Ex. 324

CITY OR TOWN

Bend

STATE

Oregon 97701

12 CERTIFICATION OF NOMINATION

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES X

NO

NONE

Robert K. Fuller
STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is National National State Local.

FEDERAL REPRESENTATIVE SIGNATURE

James G. Smith

TITLE

DATE 2-28-78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

ATTEST:

Lawrence Cole
DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

DATE 6/13/78
KEEPER OF THE NATIONAL REGISTER
DATE 6-5-78

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years and consider the part they have taken in the popularization of winter sports in mountain areas unsurpassed for fine skiing in the entire Northwest. The Skyliners' first ski jump and Lodge were built by the members in a heavily timbered spot near the McKenzie Highway, just west of Sisters. A couple of local tournaments were held there; then they sponsored several Northwest tournaments. Soon the Skyliners were known throughout the Northwest. They were talked about wherever mountaineers and ski experts met, and in the Northwest became far more famous than old established organizations. Nevertheless, the Skyliners always stood ready to abandon their snow frolic and take part in search and rescue operations in stormswept mountains.

As interest in snow activities grew, the Skyliners realized that a new ski hill, one that would provide real competition for the world's best skiers, would have to be located. The search for a desirable hill continued over a period of four years in the early 1930s. Finally, in February of 1935, a special committee appointed by the Skyliner and charged with the responsibility of locating a new winter recreation site reported success. Located within only a few miles of Bend, in the picturesque upper Tumalo Creek country, the committee had found a site which it could endorse on several counts. First, it was adjacent to a hill of 900 feet elevation, the shadowed northern slope of which was ideal for a class A ski jump. Second, the site included a tract of land within a grove of fir and spruce trees and near the banks of scenic Tumalo Creek which would be ideal for a new headquarters. Third, the proposed building site was not only on government owned land, it was also only one hundred yards from a water main. Fourth, there were several locations suitable for toboggan slides and one location so perfect that a switchback could be constructed, reducing the back climb to a minimum. Members of that committee who brought back the enthusiastic report were Paul Hosmer, Myron H. Symons, and Leonard Standifer. The Skyliners organization then voted unanimously to accept the recommended site as their new home. Plans were then made to secure the land for the building. The committee worked at this throughout the spring and summer of 1935. In September of that same year, several hundred Skyliners and other outdoor recreation enthusiasts interested in winter sports gave rousing cheers when Carl Neal, Supervisor of the Deschutes National Forest, announced that the Forest Service would spend several thousand dollars in building a beautiful log lodge for the Skyliners near Tumalo Falls.

Throughout the rest of 1935 and into 1936, the Skyliners held dances and bridge parties as benefits to furnish the interior of the Lodge. There was still one problem the Skyliners and Forest Service had to overcome; the road between Bend and the Tumalo Crk area was very badly constructed at that time. In fact, it couldn't really be called a road at all, as people had to cross-country ski into the area during the wintertime to visit it. In January of 1936, \$15,000 was allotted for the construction of the first unit of the road from Bend out into the new winter recreation ground. At this same time, the Forest Service was going ahead with the construction of the cabin itself. A Federal Economic Recovery Act (ERA) ^{Crew} of approximately 50 men made up mostly of loggers constructed the lodge. Under the watchful eye of Roy Temple, who was at that time renowned as a builder of log houses around the O'Dell Lake area, was hired by the Forest Service to be the foreman of the Skyliners Lodge construction project. The design for the lodge came from Mr. Cleon Clark, who was an employee of the Forest Service at the time and had done much of the design work on many of the cabins in the area for the

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agency. Mr. Clark had attended the Oregon State University Architectural School while working toward his degree in forestry at that school. Fred Fredrickson, a Swedish blacksmith, made the nails, hinges, and ironwork used in the Lodge. At that time, a Civilian Conservation Corps crew of fifty graded the ski slopes and built a loop trail and trail shelters. The money for this project came through the federal government in the form of Works Progress Administration (WPA) funds. The only buildings constructed at this time were a mess hall and bathhouse, which were shared by the ERA and CCC crews. The CCC crew was stationed on the south side of Tumalo Creek, and the ERA crews, in their tent houses, were on the north side along with a tool tent and saw filer's shed. A foot bridge connected the two camps. Mr. R.C. "Bud" Burgess, now of Tigard, Orepon, was the Forest Service District Ranger at the time of construction and was instrumental in construction of the building and playground area. Also built during this time on the Skyliners hill was a big ski tow building with a tool shed addition, a patrol hut, and a waxing hut. Next to the jump hill was constructed the best judge's stand in the Pacific Northwest. A 14'x14' new lookout house was placed on a tower opposite the takeoff. On September 5, 1936, 3½ miles of wide dirt road, reaching eastward from the Skyliners playground on the Tumalo Falls-Bend Highway, was completed and opened to traffic. With Mr. M.L. O'Neil, contractor in charge, the construction of the road started in April as a federal project. It was wide enough for three-lane traffic. On October 7, 1936, approximately sixty persons took part in a fireside conference to dedicate the completed Lodge.

Means of furnishing the interior of the buildings with draperies to make it homelike were considered, and men and women were to engage in a contest in preparing their respective quarters. At the completion of this fine facility, the dreams of many ski buffs and winter enthusiasts were realized. Large membership drives took place at this time to pay for the furnishings and upkeep of the Lodge. Bend had a population of around 5,000, approximately 1,000 of whom were members of the club and supported it with their donations.

The Skyliners felt that caretakers were needed to take care of the facilities at their new playground. Mr. and Mrs. James Carr were the first to hold that position in 1936-37. Mr. and Mrs. Max Steinlicht took over in 1938, and Mr. and Mrs. Monty Glover managed the facility in late of October of 1938 into 1939. These caretakers served hot meals 24 hours a day to any visitors who might be in the area.

The skiing facilities at the playground were second to none in the Pacific Northwest at that time. For cross-country skiers during the winter and hikers during the summer, four shelters were constructed along the loop trail, and these served as convenient stop-over places for the skiers and hikers. They were all equipped with large fireplaces one in front of each shelter, and bunks. Parking facilities for at least 500 cars had been arranged at the foot of the main ski hill near the Skyliners cabin.

On January 27, 1936, the slalom hill was dedicated by some of the members of the club. Shortly thereafter, in November, a downhill course was cleared, as well as a small slalom for the children. The Skyliners Lodge was also used as an educational facility to train those young children who wanted to learn to ski and to jump. Classes

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by the Skyliners were constantly being given to those youngsters free of charge and, although the Skyliners dues were \$1.00 a year for members, children did not pay to join until they had reached the age of 16. One of the reasons that the Tumalo Creek area was chosen to be the site of the Skyliners Lodge was because of the high relief of Swede Ridge, which had an elevation of 870 feet, with a slope distance of 3,125 feet. The jump was designed to approximate the famous Lake Placid Olympic slide. Under the direction of Mr. Bob Rone, a 34-ton diesel shovel was used to alter this hill to the desired configuration. It had a maximum run to the takeoff of 450 feet. The jumpers could leap 260 feet and still be well within the safety zone. They also had an outrun of 239 feet. In the 20 years that this facility was in operation, professional skiers from around the world came to the Bend country to try their luck at the ski facility, and many of these professionals dined or spent the night in the Skyliners cabin.

The Skyliners organization was not only an organization for skiers, but also had facilities for skating. In the late 1930s, the fish hatchery at Shevlin Park, located west of Bend, had a skating pond 125'x225' and was kept frozen all winter long. In the early 1940s, the Troy Laundry field, located in the heart of Bend, was used and managed by Myron Symons, an organizer for the Bend Skyliners. In 1955, a 150'x250' area was leveled by the Forest Service to accommodate a skating rink at the Tumalo Creek playground. Again, the Skyliners gave free lessons to any children who wanted to try their hand at the ice skating rink.

During the time that the Lodge was used by the Skyliners, it was better known as a winter playground, but it was also used during the summertime for picnics, family reunion, Boy and Girl Scout camps, and many other functions. There were many times in the late 1930s that a crowd of 2-3,000 people drove over the worst road in Oregon to get to the show, but there were very few complaints on the conditions. The show that the Skyliners put on was always worth the trouble.

In the middle 1950s, interest was waning in the ski facility. The reason for the lack of interest was the low altitude, which failed to produce enough snow for the winter sports each year. The Skyliners were also outgrowing the area because of the increased population of the Central Oregon area. On January 31, 1957, the final blow came when a fire destroyed the ski buildings on the ski hill. Lost in that fire was a GMC engine and many of the accessories used in powering the tow. A transmission unit and many, many other tools were lost also. The big ski tow building was a 10'x16' structure, with a 6'x16' tool shed addition. Also lost were the patrol hut, an 8'x14' structure, and a waxing hut, 12'x14' in size. In view of the costs of replacing the building and rope tows on the hill, it was decided by the Skyliners that perhaps they should search for another area that would have more snow and a longer winter recreation season. A party of Bend residents, including many members of the Skyliners club, traveled to Bachelor Butte to look the area over with the possibility of locating the Bend Skyliners winter recreation area there. The group found the slopes of Bachelor Butte to be exactly what they were looking for and to be a great prospect for the future of the area. It wasn't long after that that the Forest Service gave the corporation of Mt. Bachelor the rights to lease that property from them and to build what is now known as Mt. Bachelor ski area.

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The Skyliners were far from the only users of Skyliners Lodge. Groups of Boy Scouts and Girl Scouts used the Lodge from 1936 to 1946 during the summer. Mr. C.R. Horney had a use permit from 1946 to 1948. From 1948 until 1952, the Central Oregon Extension Service used the building, also on a special use permit. Then, the Oregon State Grange used the building until November of 1975. The Bend Chapter of the Oregon Nordic Club was issued a temporary six-month permit on November 26, 1975, which expired on April 30, 1976. From that time forward, the Lodge has been vacant. The original name of Skyliners was used until 1952, when it became known as Oregon State Grange Organization Camp, or just Organization Camp, by those who used the building during that period of time. To the old Skyliners and to the older residents of Bend and the Central Oregon area, it will always have but one title, that being the Bend Skyliners Lodge. Skyliners Lodge was part of the first ski facility in Central Oregon. Interest in skiing has dramatically increased, and through the beginnings at Skyliners Lodge, skiing on Central Oregon's Bachelor Butte has become known the world over for its excellent ski slopes and snow conditions. Many countries have sent Olympic teams to Mt. Bachelor when there was no other mountain in the world more suitable for them.

The Skyliners, dating from 1927, remain a very active group today. They strongly promoted the development of ski facilities at Bachelor Butte, which as led to a multi-million dollar industry in Central Oregon. An industry, second only to Brooks-Scanlon, Inc., that has almost single-handedly shaped the future of the City of Bend and all of Central Oregon.

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A. PERSONAL REFERENCES

1. R.C. Burgess - 16465 SW Royalty Parkway Interview date -- 8/10/77
Tigard, OR 97223
Phone -- 636-7407
Connection: Forest Service Ranger in charge of project
2. Emil Nordeen - 38 NW Shasta Place Interview date -- 8/2/77
Bend, OR 97701
Phone -- 382-3765
Connection: Member of Skyliners, Powder-monkey on ski jump
3. Edith Kostol - 141 SW 15th Interview date -- 8/1/77
Bend, OR 97701
Phone -- 382-6641
Connection: Member of Skyliners, wife of Chris Kostol
4. Myra Edwards - 704 NW Georgia Interview date -- 8/8/77
Bend, OR 97701
Phone -- 382-1820
Connection: Daughter of Myron Symons, Skyliners President,
and skating enthusiast
5. Phil Brogan - 1426 NW Harmon Boulevard Interview date -- 7/27/77
Bend, OR 97701
Phone -- 382-0560
Connection: Member of Skyliners, Bulletin newspaper staff writer
6. Cleon Clarke - 6060 SW Coyote Interview date -- 8/4/77
Redmond, OR 97756
Phone -- 548-4113
Connection: Forest Service employee, designer of Lodge
7. Felix Marcoulier - N. Highway 97 Interview date -- 8/3/77
Bend, OR 97701
Phone -- 382-2835
Connection: Member of Skyliners, has done some research, has
many pictures
8. Nels & Edna Skjersaa - 1106 NW Columbia Interview date -- 7/26/77
Bend, OR 97701
Phone -- 382-1866
Connection: Members of Skyliners

B. LITERARY REFERENCES

1. Bend Bulletin Newspaper - 1526 NW Hill
Bend, OR 97701
Phone -- 382-1811

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LITERARY REFERENCES (Cont.)

2. "Pine Echoes" - SE Wilson
Brooks-Scanlon's monthly Bend, OR 97701
magazine written by Paul Phone -- 382-2511
Hosmer (1935-1941)