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Ski King of Route 66

The place

On rare occasion, in the mundane days of our lives, something occurs which changes the course of our very existence. This was not one of those events. On the contrary, this was only a bit of a wrinkle in the space/time continuum of Kellyville's history. Is it worthy of note? Who knows, but here goes.

It was the spring/summer of 1969 in the rather sleepy little town of Kellyville, Oklahoma. West of town about a mile or so (just off the Heyburn Road) a "gentleman" of dubious character had convinced a pillar of the community to allow him to use a portion of his property to establish Oklahoma's first ski slope during the coming winter. This slope was to be located on a south facing area just around the corner from the rancher's home. The stage was set and act one began.

Somewhat frenzied activity followed as preparations had to be made to be ready for an opening date of the first solid freeze of the upcoming winter. These efforts were impeded at times as the mover and shaker of this enterprise had to secure funds or aid/assistance to move the project forward. Trade-offs, bartering and other means seemed to be a part of his development process. Some in town even likened it to Burt Lancaster's role in "The Rain Maker".

The players

In this historic essay, two prime characters hold center stage. The Snow Maker (perhaps he was a real life embodiment of Don Quixote dreaming the impossible dream) who hoped to bring this miracle of sorts to fruition. The other is a wide-eyed, needing to make money, 1st semester college student (truly a candidate for Quixote's, Sancho Panza). Together they were to sally forth to do battle with the forces of nature and achieve the dream of the creation of Ski Valley. Ultimately proving the doubters and skeptics wrong. It was 1969, the moon just had its Apollo 11 moment, upstate New York had its Woodstock festival, but Oklahoma was to soon have its one and only ski slope.

Character was not quite the term that best described the Snow Maker. He was a trader, grizzled entrepreneur, and convincer if not a conniver. He talked his way into all manner of deals, which

afforded him the means to develop his dream slope of skiing excellence, Ski Valley. His biggest move of course was to obtain access to the hillside; this was followed by the preparation of the site, materials, equipment, etc. It seems so much of this was gained by promising the partners (pawns) free access and skiing at Ski Valley when it opened. They had their promissory notes and anxiously anticipating ski season and he had found a way to have things in place for opening day.

As noted, there was a wide and diverse cast of other people for various reasons looking forward to and awaiting the moment of truthful success. His dream had in some ways become their dream. A slope in Kellyville. This would put us on the map. Few of these individuals had actually seen the beauty and grandeur of Ski Valley. When upon seeing the Ski Valley facilities (or lack thereof), one patron of the Snow Maker quoted Gomer Pyle by saying, "Surprise, surprise, surprise". He and others certainly were.

The other key figure was a skinny, not too worldly, teenager with too much hair for his hat, too many dreams to focus on his matriculation at the area university. He was looking for adventure and excitement in areas other than Southeast Asia. But most all of these experiences required money. Hence his intent and desire to make a few bucks and be a part of this rather amazing foray into the realm of weather modification (snow making) and entering into the strata generally reserved for the rich and famous as a ski instructor in such high class places as Aspen, Vail, or St. Moritz was just too intriguing. He was on Christmas break and since no other opportunities were presented to him he asked and received a position of general flunky, semi-trained mountaineer, and yes, upon request, apprentice ski instructor (the fact that he had never skied, not seen it done or even know how to put on the equipment never phased his desire and enthusiasm). Truly, the stage was set for a monumental success or more likely catastrophe.

As noted previously a number of things had to be done to prepare the site. To mention just a few, dozing the slope, removing large rocks, erecting

fences (5 strand barbed wire) to keep skiers in the friendly confines of the slope, poles and an engine to create the rope lift, hay bales to keep people from the fences (ha) and a portable potty at the bottom of the hill. This was very near the ski lodge a shack of 8' x 12' dimensions which also served as equipment room, sleeping quarters for the Snow Maker, ticket stand/ski rental/infirmary/etc. In addition, a parking area fit for about 15 cars was established just off the road.

Finally, the key component was the snowmaking machine (blowers). His self-proclaimed invention (later found out to be fairly common item back east) of snow maker was prepared and waiting for a cold snap of near freezing temperature to spring into action. As luck would have it this fall and early, winter was not cold at all. So he waited. Finally, Don Woods and Gusti forecasted a cold front with extreme winds (50 mph) to come a couple of days after Christmas. Now the fun would begin, the doubters proven wrong and the profits would roll in. True vindication for a visionary of his era.

True to form, the appointed night fell upon the little hamlet, temperatures fell below freezing and the winds blew in gale force. It was dark and overcast no light to be had. But the intrepid adventurers braved the sting of the cold wind and set the snow machines into action, the compressor roared but was drowned out by the whistling of the wind. The winds blew harder and the snow nozzles put forth more icy powder, which rapidly disappeared into the darkness soon after leaving the trace of light from the Eveready flashlight.

At dawn's early light, it might have been appropriate to quote Charlton Heston from the Ten Commandments movie, "Behold a miracle". In this case, it was only a near miracle. It seems the snow was actually blown (but not discovered until dawn) off the mountain on to the Heyburn Road and across to the neighbors pasture. In retrospect, this was the first indicator of the myriad of unfortunate occurrences, which were to plague this ambitious endeavor.

Undaunted, the leader of this small but determined band of world and

nature changers plotted the next night's snow attack on the barren slope of Ski Valley. On a clear, cold and still late December night the compressor echoed through the valley as snow was being made. It was evident where it was going and elation was the mood when late that night people turn in for a couple of hour's hasty sleep. Before dawn, the onslaught began. As preparations were being made on the hill interested parties started to drive by to see for themselves what was happening. The band of brothers could see the movement by the lights below but were too busy getting equipment out, making last minute arrangements to hay bales, gates and other necessary actions for a grand opening. And it truly it was a phenomenon seldom witnessed, much less experienced. By eight o'clock, the roads were choked with cars and potential participants to the inaugural season of skiing at Ski Valley. It was reported the line stretched out to highway 66 and was back-up a quarter of a mile there.

With the passage of time and in hopes of protecting the innocent, only a few incidents will be shared nearly 50 years later. These will be indicative of the wild west nature of what transpired that fateful day. First there was a run on the equipment and ticket counter, a near riot situation existed and the Snow Maker feared for his well being when it was evident his bartering had produced far too many IOU's for far too few pieces of equipment. Shortly the magnitude of no limitations on free or bartered passes manifested itself on the slopes where there were far too many persons creating a traffic jam of bodies on the single slope. It was slide, bump, fall, get up, get hit from behind, fall (repeat until the bottom of the hill was reached).

Furthermore, there were snow barren spots. A skier or toboggan rider might be going rapidly until they hit the exposed ground; cannon balling crashes became commonplace. Parking ceased to be problem after about 10 minutes because the was no spots left.

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All areas were full the side of the road was overcrowded and the ditch became an impediment to all would be parkers. Since the boss was inundated by the mass of irate humanity, it was time for his trusted but naive lieutenant to spring into action. Numerous casualties were occurring on the slope and first aid would be needed! But it was evident very quickly that none would exist. The phrase, "yeh, that looks like a pretty bad one", was common place much to the chagrin of the injured party.

It only got worse. A plethora of skiers ramming past the single hay bales into the razor sharp barbed wire fence created a bit of a quandary. Do you cut the brand new fence (no), do you snip the new skiwear (no), but you can't leave them stuck like Steve McQueen in the Great Escape scene. Solution a timely response of, "yeh, that looks pretty bad, I'll get back to you in a little bit, good luck". Now the impact of sledding foolhardiness, coupled with the physics of gravity and the positioning of key facilities met in an inevitable crescendo of crash, bang, "ooh, what's that odor", "get me out of here"! You guessed it; the porta-potty became even more porta in nature. It could have been renamed tilt-a-splat. This required the immediate skills and determination of an experienced and committed employee to fix the situation and do the required public relations. But what was available was an inexperienced, overwhelmed neophyte only armed with the phrase of the day, "yeh, that really is a bad one".

Later an out of control portable cameraman slides through a crowd of people waiting their turn for skiing immortality, he jumps the hay bales and crashes into a car moving in the parking lot. As the attention is there, a toboggan rams the lodge/equipment/rental window knocking the swing door down on would be participants into this foray into futility. With head bumps, sore shoulders and anger they turned on the youthful offender with words and threatened deeds that no doubt required much prayer and seeking forgiveness on the next Sunday. It didn't end there, the crash had dislodged the lodge and it was teetering back and forth while the leader of this now Titanic like bridge area had been stunned and was a bit incoherent. Later the question arose, "was it the impact of the skier or the unique brand of cough medicine that had been ingested throughout the day". Regardless the situation was becoming critical. This was the time for a man among men to step forth and save the day.

Our young hero failed to step forth and stem the tide of catastrophe but found it necessary to rapidly get to the top of the hill to an evident issue of potential disaster. An attractive young maiden in distress had fallen and didn't seem to be able to get up.

Rescue Ranger was on the way. As might be expected on such a day, by the time he arrived three taller, more dashing and obviously more skilled men had assisted her to her feet, cared for her needs and seemed to have pleased her to the point of smiles and laughter.

The longest day thankfully ended. Money had been made, reputations had been shattered, assessment of the damage was in progress when a person of curt manner approached with a letter in hand. He approached the emotionally frayed fearless leader and informed him that a cease and desist order had been issued by a judge regarding the use of the compressor. The noise was disturbing the peace and subjecting individuals to undue personal emotional stress (due to a previous condition).

Hence, the death of Ski Valley was swift and without the languishing of a failed enterprise gone bad. It was over. They went to court in a few days, the injunction was not lifted and it was really over. The old master moved onto other schemes. He was last heard of on the national nightly news sky diving from a plane. Seems he had lost the use of his legs from an accident involving some tainted liquid refreshment. His young novice ski instructor went back to school (never getting to instruct anyone or learning to ski). Though leading an interesting life nothing seemed to compare to two days of insanity on the slopes of Ski Valley. Upon reflection, he noted this was a blip on the history of mankind. But, if only a catch phrase like, "one small slip for man, one giant skid for mankind" might have brought fame and fortune to us all, "look what it did for Neil Armstrong".

Postscript: You've heard the facts as remembered by a participant (a bit jaded and abused by time and memory). Why did this idea fail? Was it by divine intervention? Could it have been human failure (most likely)? Was it just

not its time? Was this the dawning of the Age of Aquarius but not Ski Valley? As the time of gloaming descended upon the upper crest of Ski Valley, our befuddled young hero might have contemplated these and other concepts of concrete or philosophical impact. But in reality, he realized that much like King Arthur in the critical scene from Camelot that once there was a shining place called Ski Valley. And at this brief but life altering moment in the continuum of time, he truly was the indisputable "Ski King of Route 66". A title only he and he alone would know or remember.

SKI SNOW VALLEY OKLAHOMAS 1st OPENING - DEC. 1st OR BEFORE RT. 66 - KELLYVILLE

1. THREE TOWS (300 Ft.-500 Ft.-700 Ft.)
2. SKI LESSONS AVAILABLE
BY CERTIFIED INSTRUCTORS • 2 HOURS • 4 HOURS • 6 HOURS • 8 HOURS • 10 HOURS • 12 HOURS • 14 HOURS • 16 HOURS • 18 HOURS • 20 HOURS • 22 HOURS • 24 HOURS • 26 HOURS • 28 HOURS • 30 HOURS • 32 HOURS • 34 HOURS • 36 HOURS • 38 HOURS • 40 HOURS • 42 HOURS • 44 HOURS • 46 HOURS • 48 HOURS • 50 HOURS • 52 HOURS • 54 HOURS • 56 HOURS • 58 HOURS • 60 HOURS • 62 HOURS • 64 HOURS • 66 HOURS • 68 HOURS • 70 HOURS • 72 HOURS • 74 HOURS • 76 HOURS • 78 HOURS • 80 HOURS • 82 HOURS • 84 HOURS • 86 HOURS • 88 HOURS • 90 HOURS • 92 HOURS • 94 HOURS • 96 HOURS • 98 HOURS • 100 HOURS • 102 HOURS • 104 HOURS • 106 HOURS • 108 HOURS • 110 HOURS • 112 HOURS • 114 HOURS • 116 HOURS • 118 HOURS • 120 HOURS • 122 HOURS • 124 HOURS • 126 HOURS • 128 HOURS • 130 HOURS • 132 HOURS • 134 HOURS • 136 HOURS • 138 HOURS • 140 HOURS • 142 HOURS • 144 HOURS • 146 HOURS • 148 HOURS • 150 HOURS • 152 HOURS • 154 HOURS • 156 HOURS • 158 HOURS • 160 HOURS • 162 HOURS • 164 HOURS • 166 HOURS • 168 HOURS • 170 HOURS • 172 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HOURS • 1928 HOURS • 1930 HOURS • 1932 HOURS • 1934 HOURS • 1936 HOURS • 1938 HOURS • 1940 HOURS • 1942 HOURS • 1944 HOURS • 1946 HOURS • 1948 HOURS • 1950 HOURS • 1952 HOURS • 1954 HOURS • 1956 HOURS • 1958 HOURS • 1960 HOURS • 1962 HOURS • 1964 HOURS • 1966 HOURS • 1968 HOURS • 1970 HOURS • 1972 HOURS • 1974 HOURS • 1976 HOURS • 1978 HOURS • 1980 HOURS • 1982 HOURS • 1984 HOURS • 1986 HOURS • 1988 HOURS • 1990 HOURS • 1992 HOURS • 1994 HOURS • 1996 HOURS • 1998 HOURS • 2000 HOURS • 2002 HOURS • 2004 HOURS • 2006 HOURS • 2008 HOURS • 2010 HOURS • 2012 HOURS • 2014 HOURS • 2016 HOURS • 2018 HOURS • 2020 HOURS • 2022 HOURS • 2024 HOURS • 2026 HOURS • 2028 HOURS • 2030 HOURS • 2032 HOURS • 2034 HOURS • 2036 HOURS • 2038 HOURS • 2040 HOURS • 2042 HOURS • 2044 HOURS • 2046 HOURS • 2048 HOURS • 2050 HOURS • 2052 HOURS • 2054 HOURS • 2056 HOURS • 2058 HOURS • 2060 HOURS • 2062 HOURS • 2064 HOURS • 2066 HOURS • 2068 HOURS • 2070 HOURS • 2072 HOURS • 2074 HOURS • 2076 HOURS • 2078 HOURS • 2080 HOURS • 2082 HOURS • 2084 HOURS • 2086 HOURS • 2088 HOURS • 2090 HOURS • 2092 HOURS • 2094 HOURS • 2096 HOURS • 2098 HOURS • 2100 HOURS • 2102 HOURS • 2104 HOURS • 2106 HOURS • 2108 HOURS • 2110 HOURS • 2112 HOURS • 2114 HOURS • 2116 HOURS • 2118 HOURS • 2120 HOURS • 2122 HOURS • 2124 HOURS • 2126 HOURS • 2128 HOURS • 2130 HOURS • 2132 HOURS • 2134 HOURS • 2136 HOURS • 2138 HOURS • 2140 HOURS • 2142 HOURS • 2144 HOURS • 2146 HOURS • 2148 HOURS • 2150 HOURS • 2152 HOURS • 2154 HOURS • 2156 HOURS • 2158 HOURS • 2160 HOURS • 2162 HOURS • 2164 HOURS • 2166 HOURS • 2168 HOURS • 2170 HOURS • 2172 HOURS • 2174 HOURS • 2176 HOURS • 2178 HOURS • 2180 HOURS • 2182 HOURS • 2184 HOURS • 2186 HOURS • 2188 HOURS • 2190 HOURS • 2192 HOURS • 2194 HOURS • 2196 HOURS • 2198 HOURS • 2200 HOURS • 2202 HOURS • 2204 HOURS • 2206 HOURS • 2208 HOURS • 2210 HOURS • 2212 HOURS • 2214 HOURS • 2216 HOURS • 2218 HOURS • 2220 HOURS • 2222 HOURS • 2224 HOURS • 2226 HOURS • 2228 HOURS • 2230 HOURS • 2232 HOURS • 2234 HOURS • 2236 HOURS • 2238 HOURS • 2240 HOURS • 2242 HOURS • 2244 HOURS • 2246 HOURS • 2248 HOURS • 2250 HOURS • 2252 HOURS • 2254 HOURS • 2256 HOURS • 2258 HOURS • 2260 HOURS • 2262 HOURS • 2264 HOURS • 2266 HOURS • 2268 HOURS • 2270 HOURS • 2272 HOURS • 2274 HOURS • 2276 HOURS • 2278 HOURS • 2280 HOURS • 2282 HOURS • 2284 HOURS • 2286 HOURS • 2288 HOURS • 2290 HOURS • 2292 HOURS • 2294 HOURS • 2296 HOURS • 2298 HOURS • 2300 HOURS • 2302 HOURS • 2304 HOURS • 2306 HOURS • 2308 HOURS • 2310 HOURS • 2312 HOURS • 2314 HOURS • 2316 HOURS • 2318 HOURS • 2320 HOURS • 2322 HOURS • 2324 HOURS • 2326 HOURS • 2328 HOURS • 2330 HOURS • 2332 HOURS • 2334 HOURS • 2336 HOURS • 2338 HOURS • 2340 HOURS • 2342 HOURS • 2344 HOURS • 2346 HOURS • 2348 HOURS • 2350 HOURS • 2352 HOURS • 2354 HOURS • 2356 HOURS • 2358 HOURS • 2360 HOURS • 2362 HOURS • 2364 HOURS • 2366 HOURS • 2368 HOURS • 2370 HOURS • 2372 HOURS • 2374 HOURS • 2376 HOURS • 2378 HOURS • 2380 HOURS • 2382 HOURS • 2384 HOURS • 2386 HOURS • 2388 HOURS • 2390 HOURS • 2392 HOURS • 2394 HOURS • 2396 HOURS • 2398 HOURS • 2400 HOURS • 2402 HOURS • 2404 HOURS • 2406 HOURS • 2408 HOURS • 2410 HOURS • 2412 HOURS • 2414 HOURS • 2416 HOURS • 2418 HOURS • 2420 HOURS • 2422 HOURS • 2424 HOURS • 2426 HOURS • 2428 HOURS • 2430 HOURS • 2432 HOURS • 2434 HOURS • 2436 HOURS • 2438 HOURS • 2440 HOURS • 2442 HOURS • 2444 HOURS • 2446 HOURS • 2448 HOURS • 2450 HOURS • 2452 HOURS • 2454 HOURS • 2456 HOURS • 2458 HOURS • 2460 HOURS • 2462 HOURS • 2464 HOURS • 2466 HOURS • 2468 HOURS • 2470 HOURS • 2472 HOURS • 2474 HOURS • 2476 HOURS • 2478 HOURS • 2480 HOURS • 2482 HOURS • 2484 HOURS • 2486 HOURS • 2488 HOURS • 2490 HOURS • 2492 HOURS • 2494 HOURS • 2496 HOURS • 2498 HOURS • 2500 HOURS • 2502 HOURS • 2504 HOURS • 2506 HOURS • 2508 HOURS • 2510 HOURS • 2512 HOURS • 2514 HOURS • 2516 HOURS • 2518 HOURS • 2520 HOURS • 2522 HOURS • 2524 HOURS • 2526 HOURS • 2528 HOURS • 2530 HOURS • 2532 HOURS • 2534 HOURS • 2536 HOURS • 2538 HOURS • 2540 HOURS • 2542 HOURS • 2544 HOURS • 2546 HOURS • 2548 HOURS • 2550 HOURS • 2552 HOURS • 2554 HOURS • 2556 HOURS • 2558 HOURS • 2560 HOURS • 2562 HOURS • 2564 HOURS • 2566 HOURS • 2568 HOURS • 2570 HOURS • 2572 HOURS • 2574 HOURS • 2576 HOURS • 2578 HOURS • 2580 HOURS • 2582 HOURS • 2584 HOURS • 2586 HOURS • 2588 HOURS • 2590 HOURS • 2592 HOURS • 2594 HOURS • 2596 HOURS • 2598 HOURS • 2600 HOURS • 2602 HOURS • 2604 HOURS • 2606 HOURS • 2608 HOURS • 2610 HOURS • 2612 HOURS • 2614 HOURS • 2616 HOURS • 2618 HOURS • 2620 HOURS • 2622 HOURS • 2624 HOURS • 2626 HOURS • 2628 HOURS • 2630 HOURS • 2632 HOURS • 2634 HOURS • 2636 HOURS • 2638 HOURS • 2640 HOURS • 2642 HOURS • 2644 HOURS • 2646 HOURS • 2648 HOURS • 2650 HOURS • 2652 HOURS • 2654 HOURS • 2656 HOURS • 2658 HOURS • 2660 HOURS • 2662 HOURS • 2664 HOURS • 2666 HOURS • 2668 HOURS • 2670 HOURS • 2672 HOURS • 2674 HOURS • 2676 HOURS • 2678 HOURS • 2680 HOURS • 2682 HOURS • 2684 HOURS • 2686 HOURS • 2688 HOURS • 2690 HOURS • 2692 HOURS • 2694 HOURS • 2696 HOURS • 2698 HOURS • 2700 HOURS • 2702 HOURS • 2704 HOURS • 2706 HOURS • 2708 HOURS • 2710 HOURS • 2712 HOURS • 2714 HOURS • 2716 HOURS • 2718 HOURS • 2720 HOURS • 2722 HOURS • 2724 HOURS • 2726 HOURS • 2728 HOURS • 2730 HOURS • 2732 HOURS • 2734 HOURS • 2736 HOURS • 2738 HOURS • 2740 HOURS • 2742 HOURS • 2744 HOURS • 2746 HOURS • 2748 HOURS • 2750 HOURS • 2752 HOURS • 2754 HOURS • 2756 HOURS • 2758 HOURS • 2760 HOURS • 2762 HOURS • 2764 HOURS • 2766 H