



## *Snow Survey Centennial Celebration* 1906-2006

### SNOW SURVEY TRANSPORTATION THRU THE YEARS

This issue of the Snow Survey Centennial is dedicated to Transportation! Yes, I know - a bit of a 'yawner' one might think - BUT this is Snow Survey! Back in the early days of the program, transportation in the summer was via the old Ford shown below. It was a traditional fill up the oil and check the gas, carry spares for all 4 wheels and maybe that wasn't quite enough - kind of a vehicle.



Winter transportation in those early days was, as you likely surmise, by foot, snowshoe and ski! And what wonderful days those were - unless you have ever traveled a substantial distance on snowshoes in light density snow, uphill both ways with a large pack of snow tubes, survival gear and lunch - boy does the romance fade in a hurry on that little scene - it almost puts the work back in the fun of Snow Surveys!



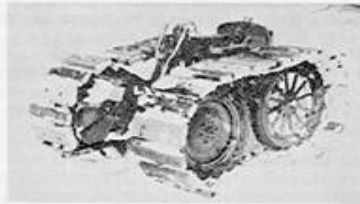
As with all things, science advances and progress is made in making things faster, better and certainly more complicated. There were many attempts to make a machine that would convey people and equipment across the snow faster and safer. Below are some of the more memorable attempts taken from the Proceedings of the Western Snow Conference.



1. "Snowmobile Attachment" Model T Ford - 1922



2. Elisson Motor Toboggan - 1930



3. Modified Overland Automobile - 1940



4. Modified Model A Ford - 1950



5. Modified Oliver Clastrac - 1950



6. Cleated Drum Vehicle - 1942



7. Tucker Snow Motor Sled - 1920



8. Double Spiral Vehicle - 1957

My favorites of all these are the Cleated Drum #6 and the Double Spiral Vehicles # 8 - right out of a Wile E. Coyote and Roadrunner cartoon - just imagine coming down a hill on either vehicle... or going up one for that matter.



9. Iron Fireman - 1951



10. Original Montana Snow Bug - 1940



11. Later model Montana Snow Bug - 1950\*



12. Hobson Snow Traveller - 1946\*



13. M-7 (U. S. Army) - 1941



14. Weasel (U. S. Army) - 1941



15. Tucker Sno Cycle - 1935



16. Tucker 2-Pontoon - 1943

\* Dates partially estimated



17. Tucker Kitten - 1951



18. Tucker 4-Pontoon - 1945



19. Early Frandee - 1948\*



20. Frandee Snoshu - 1949\*



21. Frandee Snoshu Cab-over 1949\*



22. Trackmaster - 1955\*



23. Thiokol Sprite - 1962



24. Thiokol Juggernaut - 1963\*

\* Dates partially estimated



25. KAM Sno-Ball - 1957



26. Kristi - Motor in Rear - 1958\*



27. Kristi - Motor in Front - 1960\*



28. Polaris - Super Mountaineer - 1962



29. Polaris - Super Voyager - 1964



30. Polaris - Mustang - 1964



31. Skidoo - Alpine - 1957\*



32. Skidoo - Olympique - 1955\*

\* Dates partially estimated

Pay close attention to the #4 entry, the model A Ford - modified as a snow vehicle to use for Snow Surveys. It was developed for and by SCS employees who became hero's soon thereafter.



January 16, 1950

## SNOWMOBILE IS HERO OF THE DAY

H.J.  
1/16/50

At about 3 o'clock Saturday afternoon, after the blizzard in Cache valley had subsided somewhat, Sheriff Wesley Malmberg phoned and said that "we have found the couple lost in the storm—Mr. and Mrs. Gerald (Jerry) Spencer. They are all right, and have been brought to Logan."

The couple were enroute home from Cache Junction late Friday when their car became stalled in the drifts about 15 miles west of Logan. When other attempts at rescue failed Saturday Sheriff Malmberg called upon the "snowmobile," invented and used by the soil conservation service at USAC.

The snowmobile did the trick. Manned by Lincoln Gallagher, Ross Eskelson and W. N. Gibson, all of the soil conservation service, and with Jerry's father along, Blaine Spencer, the contraption was successful in its first "mercy run." It has been developed under direction of Prof. George D. Clyde, SCS chief.

Currently, snow surveyors use the traditional snow shoes and ski's, but more reliable mechanical methods are typically employed such as snowmobiles and helicopters.



Pictured above is Randy Julander with a 600 lb snowmobile on top of a well constructed snow shelter in which he had just spent the night. Snow can be phenomenally strong as well as great insulator. Snowmobiles provide a reliable means of collecting snow data for the Program as well as a greater margin of safety.



Snow Surveyor Kendall "Big Daddy" Dastrup and Pilot "Dangerous" Dan Rudert pose at 11,000 ft elevation next to the fastest form of transportation used in the Snow Survey Program today, the helicopter. Using this form of transportation allows for 20 to 40 snow courses to be measured by a pair of Surveyors in a single day.

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