

# “The Range of the Future”: An outline of the development history of ski tourism in the Western Bieszczady Mountains in the 1930s

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**Zarys treści:** Na początku lat trzydziestych XX w. Bieszczady Zachodnie nie były jeszcze popularnym kierunkiem uprawiania narciarstwa. Jednak dzięki staraniom organizacji turystycznych i narciarskich podjęto próby promocji tego obszaru jako miejsca atrakcyjnego dla tego typu turystyki. Odbywało się to poprzez współpracę z koleją i oferowanie specjalnych zniżek dla narciarzy zrzeszonych w takich organizacjach, jak Polski Związek Narciarski, a także organizację wczasów i pobytów narciarskich.

**Słowa kluczowe:** Bieszczady Zachodnie, turystyka narciarska, mapy WIG, przewodniki, szlaki narciarskie, XX w.

**Abstract:** In the early 1930s, the Western Bieszczady Mountains were yet to become a popular destination for skiing. However, thanks to the efforts of tourist and skiing organisations, attempts were made to promote the area as an attractive place for skiing tourists. This was done through cooperation with the railway and offers of special discounts for skiers who were members of organisations such as the Polish Ski Association (Polski Związek Narciarski), as well as the organisation of skiing holidays and stays.

**Keywords:** Western Bieszczady Mountains, ski tourism, WIG maps, guidebooks, skiing trails, 20th century

## Introduction

From the perspective of the entire Eastern Beskids, at the beginning of the 1930s, the Western Bieszczady Mountains were not widely known and appreciated. Henryk Gašiorowski, one of the greatest pre-war experts on the Eastern Carpathians and author of guidebooks, drew attention to this fact: “[...] for general mountain tourism, this area is of lesser importance. Only the Halicz group to the south of the Sokoliki railway station and further south in the main ridge of the Carpathians from the Użok Pass to Pikuj rises above the tree line. These peaks, except Pikuj, are more of a subject of excursions for summer vacationers, who, for whatever reasons, gave priority to choosing resorts such as Sianki or Sokoliki [...] these areas may have greater significance for winter tourism and skiing, similarly to the Opór above Hrebenów, although not to the same

extent, featuring extensive ridges stripped of forests and slopes with moderate inclines”.<sup>1</sup> Although the Bieszczady Mountains became increasingly well-known in the 1930s, they were not popular enough to win the attention of most tourists and skiers: “The world of exploration ends at Krynica. Beyond Sianki, these are essentially still undiscovered mountains. It’s something like a reserve for future generations when the number of skiers multiplies. [...] Discovered on a larger scale by residents of Przemyśl, they already have high attendance from Lviv and are gaining shelter bases, becoming fashionable”.<sup>2</sup> Mieczysław Orłowicz, one of the pioneers of Polish mountain tourism, expressed a similar opinion when he summed up

<sup>1</sup> H. Gašiorowski, *Przewodnik po Beskidach Wschodnich*, vol. 1: *Bieszczady* (Lwów–Warszawa, 1935), p. 51.

<sup>2</sup> *Góry polskie – kraj narciarzy, Turysta w Polsce*, no. 12 (Dec. 1937), p. 12.

one of his numerous expeditions, stating that the Western Bieszczady Mountains were a first-rate tourist and ski area, but a significant obstacle to tourism development was the lack of rail connections and the "deplorable condition of roads leading to villages" in this part of the Bieszczady. Despite the difficulties he mentioned, he encouraged tourists to visit the area.<sup>3</sup> Zygmunt Klemensiewicz, one of the greatest experts on the Bieszczady Mountains at that time, presented a slightly different opinion. Considering the entirety of these mountains, including both their eastern and western parts, he perceived them as relatively easy to access, mainly taking into account the places that were somewhat "close" to residents of Lviv and cities in eastern Lesser Poland. However, skiers visiting the Western Bieszczady Mountains generally only had themselves to rely on, as there were no professional ski guides or instructors operating there at that time.<sup>4</sup>

No comprehensive studies in the scientific discourse are dedicated to using the terrain of the Western Bieszczady Mountains for ski tourism in the 1930s. So far, this issue has only been fragmentarily addressed in the context of the general history of tourism in the Bieszczady Mountains before 1939.<sup>5</sup> Therefore, the outline of the history of the development of ski tourism in the Western Bieszczady Mountains is at the centre of this study. The primary goal of the text is to present the issues of the development of ski tourism in the 1930s in the selected region by outlining the specific characteristics of the Bieszczady Mountains and their conditions affecting the

development of winter tourism, including the then-existing transportation network and accommodation infrastructure. The article also aims to present the nature of past skiing events and trips and also to indicate the main routes and passages traversed in winter by the tourist-skiing enthusiasts of that time.

## 1. Western Bieszczady Mountains

The Bieszczady Mountains, as a geographical unit, have been subject to various explanations, leading to variations in the determination of specific boundaries and the naming of the region, depending upon the adopted methodology and, primarily, the research objectives. The initial postwar regionalisations were based on sources predating 1939, with efforts made to align the existing proposals with the new borders of the Polish state established after World War II and their subsequent adjustments made in 1951. An exemplification of such a division is the original regionalisation carried out by Stanisław Lencewicz.<sup>6</sup> Further regionalisations proposed by Jerzy Kondracki delineated the boundaries of the Bieszczady Mountains differently.<sup>7</sup> A slightly different division was presented by Jarosław Balon and others,<sup>8</sup> wherein the Bieszczady macroregion was divided into two mesoregions, namely the Low Bieszczady and the High Bieszczady. The latest geographical division situates the Bieszczady region within two mesoregions – the Sanocko-Turczańskie Mountains (Low Bieszczady) and the Western Bieszczady (High Bieszczady).<sup>9</sup>

<sup>3</sup> M. Orłowicz, 'Bieszczady Zachodnie od Sianek po Smerek', *Wiadomości Turczańskie*, no. 15 (31 Dec. 1934), p. 2.

<sup>4</sup> Klemensiewicz, Przewodnik narciarski, *po Karpatach i Tatrach*, vol. 3: *Bieszczady – od Przełęczu Wyszkowskiej po Przełęcz Łupkowską* (Lwów, 1934), p. 5.

<sup>5</sup> Ł. Bajda, 'Turystyka w Bieszczadach przed rokiem 1939', *Karpacki Przegląd Społeczno-Kulturalny*, vol. 37, no. 6 (2019), 7–9; M. Organ, "'Go to Bieszczady!': Tourism in the Western Bieszczady Mountains in the 1930s", *Folia Turistica*, vol. 55 (2020), 139–166 (p. 159).

<sup>6</sup> S. Lencewicz, *Geografia fizyczna Polski* (Warszawa, 1955), pp. 332–337.

<sup>7</sup> J. Kondracki, *Geografia fizyczna Polski* (Warszawa, 1965), pp. 458–462; id., *Geografia fizyczna Polski*, 3rd supplemented edn (Warszawa, 1978), pp. 416–417; id., *Geografia regionalna Polski*, 3rd revised edn (Warszawa, 2009), pp. 346–350.

<sup>8</sup> J. Balon, K. German, J. Kozak, H. Malara, W. Widacki, W. Ziaja, 'Regiony fizycznogeograficzne', in: *Karpaty polskie. Przyroda, człowiek i jego działalność*, ed. J. Warszńska (Kraków, 1995), pp. 118, 129.

<sup>9</sup> K. Szpara, M. Łanczot, Ł. Chabudziński, 'Beskidy Lesiste', in: *Regionalna geografia fizyczna Polski*, ed. A. Richling, J. Solon, A. Macias, J. Balon, J. Borzyszkowski, M. Kistowski (Poznań, 2021), pp. 533–538.



Fig. 1. Western Bieszczady Mountains.

Source: <https://mapa-turystyczna.pl/#49.41402/22.11768/9> [accessed on 26 July 2023]

The divisions mentioned primarily focus on issues within regional geography, while the study of the tourism phenomenon and its history pertains to socioeconomic geography. Compared to the geographical divisions presented above, those considering tourism generally broaden the area of the Bieszczady Mountains. An example of this is the proposal by Jerzy Groch and Włodzimierz Kurek,<sup>10</sup> who position the discussed region west of the Oslawa Valley, extending all the way to the Użok Pass in the east. They define its northern boundary as the Słonne Mountains (commonly considered a component of the Sanocko-Turczańskie Mountains). In this view, the region significantly exceeds the traditionally accepted understanding of the Bieszczady Mountains. Therefore, in this study, they will be comprehended as encompassing the entirety of the geographic Western Bieszczady Mountains and a substantial portion of the Sanocko-Turczańskie Mountains, including the so-called Przedgórze Bieszczadzkie. This requirement is further emphasised by the fact that the Bieszczady Mountains are divided into the High and

Low regions, and the second of the regions is often equated with the Sanocko-Turczańskie Mountains. The study's subject matter pertains to the history of tourism, wherein development is significantly influenced by the accessibility of the given area, i.e., its transportation possibilities. Consequently, the western and northern boundaries of the area discussed are delimited by the railway lines that pass through that region. At the same time, it is essential to emphasise that the article focuses solely on the territories currently belonging to Poland, designated as the Western Bieszczady Mountains, to distinguish them from the parts of the Bieszczady Mountains situated within contemporary Ukraine, primarily referred to as the Eastern Bieszczady Mountains. Thus, in the paper, I have defined the Western Bieszczady as a mountainous region that extends from the Łupków Pass in the west to the Użok Pass in the east. The western boundary is defined by the railway line from Zagórz to Łupków, the southern boundary is represented by the main Carpathian ridge, and the eastern boundary coincides with the modern state border dividing Poland and Ukraine. Furthermore, the northern extent of the region is constrained by the railway line from Zagórz to Krościenko.

## 2. Selected tourist attractions and values of the Western Bieszczady in the 1930s

During the interwar period, the Western Bieszczady did not attract significant tourist interest due to the lack of developed transportation and tourist infrastructure, as well as tourist guides. In earlier works, the Bieszczady were briefly characterised as “completely similar to the Western Beskidy, only more monotonous and empty”.<sup>11</sup> However, this repeated description of the Bieszczady Mountains was far from reality

<sup>10</sup> J. Groch, W. Kurek, ‘Turystyka’, in: *Karpaty polskie. Przyroda, człowiek i jego działalność*, ed. J. Warszńska (Kraków, 1995), pp. 290–292.

<sup>11</sup> A. Wrzosek, ‘Z okolicy Sianek i Przełęczy Użockiej’, *Ziemia. Ilustrowany Miesięcznik Krajoznawczy*, vol. 24, no. 4 (1938), 72.

because “contrary to superficial claims of alleged monotony and lack of distinctiveness in their character, the landscape offered much diversity. One could find elements here that were absent in other parts of the Carpathians. To fully comprehend the Polish mountain ranges as a whole, a thorough understanding of the Western Bieszczady was deemed essential”.<sup>12</sup> Even seasoned Carpathian expert Mieczysław Orłowicz found Western Bieszczady to be the least familiar area, partly due to the lack of convenient connections. It was not until 1933 that Orłowicz explored the highest part of the Western Bieszczady, from Sianki to Smerek, and this region pleasantly surprised him: “I experienced a very pleasant surprise. This mountain range is undoubtedly one of the most interesting among our Beskidy. In terms of landscape, it resembles the much higher Czarnohora and surpasses, in every aspect, the more popular Eastern Bieszczady near Skole and Sławsko”.<sup>13</sup>

The Western Bieszczady Mountains were described as exceptionally diverse, with the northern part having a foothill character, its peaks mostly covered with fields or meadows, reaching heights of 600–800 meters above sea level. In contrast, the southern part exceeded 1300 meters above sea level and was located close to the main ridge of the Carpathians, adorned with vast spruce, fir, and beech forests. Despite their relatively low altitude, the presence of alpine meadows gave the landscape of Western Bieszczady a resemblance to the high mountains of Czarnohora. In the valleys, one could find small towns, villages, and manor estates where tourists could take advantage of relatively inexpensive lodging options.<sup>14</sup> The press and travel accounts predominantly highlighted the scenic values, stating, “They are unparalleled

in terms of landscape. They are invaluable to painters and amateur photographers, highly interesting to ethnographers, and offer a colossal field for research and observation to naturalists”.<sup>15</sup> Among the most attractive places, the alpine meadows were highly regarded, often compared to the immensely popular Tatra Mountains at that time.<sup>16</sup> In addition to the landscape attractions, attention was also drawn to various unique features of the terrain, such as the hidden Duszatyńskie Ponds amid the Chryszczata forests or Kamień Leski, a mighty rocky outcrop rising near Lesko.<sup>17</sup> The beauty of the Bieszczady landscape was associated with their unique East Carpathian flora and fauna, particularly the presence of wild animals such as wolves and bears.<sup>18</sup>

In addition to the scenic qualities, attention was also directed towards the towns and villages nestled in the valleys, which boasted more interesting historical monuments. For example, Zagórz was mentioned, where on a hill rising on the bend of the Osława River, there were ruins of a Carmelite monastery and church, and Lesko, a charming town with a Gothic church and castle. Historical sites were also emphasised, particularly those linked to well-known literary figures. These included Hoczew and Cisna, associated with Aleksander Fredro, Kalnica as the workplace of Wincenty Pol, and Bereźnica Niżna, briefly owned by the renowned writer Zygmunt Kaczkowski. In the smaller settlements, intriguing albeit modest households were noticed, along with sacred structures such as numerous chapels, crosses, and, most fascinating of all, old, weathered wooden churches or somewhat newer and more grandiose brick temples scattered

<sup>12</sup> *Ibid.*, p. 73.

<sup>13</sup> M. Orłowicz, ‘Bieszczady Zachodnie od Sianek po Smerek’, *Wiadomości Turczańskie*, no. 15 (31 Dec. 1934), p. 2.

<sup>14</sup> *Powiat leski – kraina szymborska*. Warszawa 1935), p. 2.

<sup>15</sup> *Wiadomości turystyczne, Wiadomości Turczańskie*, no. 8 (15 Sep. 1932), p. 4.

<sup>16</sup> F.A. Ossendowski, *Karpaty i Podkarpacie* (Poznań, 1939), p. 140.

<sup>17</sup> E. Stuszkiewicz, *Przewodnik po Sanoku i Ziemi Sanockiej* (Sanok, 1938), p. 131; Ossendowski, *Karpaty i Podkarpacie*, p. 125.

<sup>18</sup> Ossendowski, *Karpaty i Podkarpacie*, pp. 141, 145.

throughout the villages. Objects of historical significance were also considered attractive, such as the wooden church in Średnia Wieś, which once served as a Protestant church due to its owners. Moreover, attention was drawn to more contemporary achievements, including the famous glider airfield in Ustjanowa, rides along the railway and narrow-gauge routes. The inhabitants of Bieszczady and their cultural and material heritage, particularly the Lemkos and Boykos, representatives of the Ruthenian ethnic groups inhabiting those areas, were perceived as a distinctive attraction.<sup>19</sup>

Thanks to numerous attractions and qualities, although often undiscovered and underappreciated, holiday resorts and winter sports centres were slowly developing in the discussed area. One was Cisna, where “the natural conditions for the development of tourist and holiday traffic were [...] first-rate”.<sup>20</sup> Its development was ensured mainly by improved accessibility made possible by the narrow-gauge railway operating there. Even greater potential was found in the villages in the eastern part of the region, primarily Sianki, which, due to its proximity to Halicz and Pikuj, the railway line, and the expanding tourist infrastructure, became a popular tourist destination by the late 1930s.<sup>21</sup>

### 3. Western Bieszczady in the context of ski tourism

The approximate division of ski areas in the Carpathians used by the Polish Ski Association (Polski Związek Narciarski, PZN) attributed the fragment of the Western Bieszczady described in the article to the region of the same name, which is part of the Eastern Carpathians. However, according to the contemporary understanding,

the Western Bieszczady<sup>22</sup> extended much further to the east, with their western border being marked by the Prysłipce Pass over the Solinka and the Oślawa Valley, while the eastern border extended all the way to the Tucholska Pass and the Stryj Valley. This area was between the Low Beskids and the Eastern Bieszczady, stretching for nearly 100 km.<sup>23</sup> Additionally, it included the Halicz Group, the Wołoszań Group, the Lesko Hills, the Sanok–Dobromil Hills, the Pikuj Group, and the Magura Łomnińska Group, with only the first three overlapping with the contemporary Western Bieszczady. Going from the west, the Wołoszań Group bordered the Low Beskids, and the Bukowica Group attributed to it to the west, through the Oślawa Valley to Kulaszne, and further north along the line Kulaszne–Chocień–Żernica Wyzna–Bereźnica Wyzna–Wołkowyja with the group of Lesko Hills, while to the east, it was limited by the Halicz Group through the Solinka River to the Prysłipce Pass. The Lesko Hills, located slightly to the north, were bounded to the west by the Kulaszne–Zagórz railway line and to the north by the Sanok–Dobromil Group along the Zagórz–Łukawica–Ustrzyki Dolne railway line, while the eastern border was marked by the Magura Łomnińska Group through the Hoszów–Lutowiska–Smolnik road, and to the south by the Halicz and Wołoszań Groups. The highest part of the contemporary Western Bieszczady belonged to the Halicz Group, which was marked in the west by the Solinka–Cisna narrow-gauge railway line and further by the Cisna–Dołżyca–Polanki road, in the north by the Terka–Studenne municipal

<sup>19</sup> Ibid., pp. 114–116, 125–128, 130, 147–150, 156.

<sup>20</sup> A. Wrzosek, ‘Cisna i zachodnie krańce Bieszczadów’, *Wierchy*, no. 16 (1938), 84–85.

<sup>21</sup> *Miejscowości letniskowo-turystyczne okręgu turczańskiego* (Lwów, 1938), pp. 14–16.

<sup>22</sup> The Western Bieszczady Mountains were separated and designated as the 11th Mountain Group in the Carpathians. To this group, the following were assigned in alphabetic order: a) Halicz Group, b) Wołoszań Group, c) Pikuj Group, d) Magura Łomnińska Group, e) Lesko Hills, f) Sanok–Dobromil Hills; ‘Mapa podziału terenów turystycznych w Karpatach’, *Turysta w Polsce*, no. 1–2 (Jan.–Feb. 1936), p. 30.

<sup>23</sup> W. Goetel, ‘Zagadnienia regionalizmu górskiego w Polsce’, *Wierchy*, no. 14 (1936), p. 144.

road, from where the further northern border of the group was based on the San River all the way to the Sokoliki Górskie, and to the east, the group was limited by the Pikuj Group through the railway line leading to the Użok Pass near Sianki.<sup>24</sup>

Western Bieszczady, taking into account the skiing perspective, has been described as a series of hills mostly with a longitudinal character. It has often been emphasised that these mountains' slopes are gentle, making them accessible for skiers, especially in the vicinity of Sianki and the Użok Pass. Western Bieszczady also had favourable climatic conditions conducive to the prolonged maintenance of snow cover. The Tourist Support League (Liga Popierania Turystyki, LPT) along with the Skiing Promotion Society (Towarzystwo Krzewienia Narciarstwa, TKN) and the State Meteorological Institute published special snow reports, which allowed skiers to compare conditions between individual mountain ranges, localities, and peaks, including the prevailing temperature and snow cover thickness of both old and fresh snowfall. Snow conditions in the Bieszczady Mountains were generally very good, as reported in the daily press.<sup>25</sup>

The fact that many forests in the area were privately owned could be a hindrance to tourists, and according to the applicable law, entry onto their premises required permission from the forestry authorities. Zygmunt Klemensiewicz advised in this situation to observe general forest regulations, i.e. not to move around in forest cultures, not to make fires in forest areas,

not to bring dogs on expeditions, not to make noise, and also not to damage the huts and forest shelters encountered and used by skiers. Certain restrictions for skiers appeared in 1938 as a result of changes in the border situation in the Carpathians,<sup>26</sup> so winter recreation was promoted in towns located slightly further from the border zone.<sup>27</sup>

#### 4. The first skiing expeditions

The beginnings of organised ski tourism in the Western Bieszczady Mountains are associated with Lviv, as the initiator was the Carpathian Skiing Society (Karpackie Towarzystwo Narciarzy, KTN) established on 11 February 1907. From the very beginning, its members showed great activity in venturing and touristically exploring skiing areas in the Eastern Carpathians. Its members planned trips together and analysed maps and individual mountain ranges and peaks while also checking the possibilities of reaching designated destinations by train. The Lviv daily press also reported on KTN-organised trips to the Western Bieszczady Mountains. The first excursion to the discussed area, namely to Opołonek, was organised in March 1907, and the next one was only two years

<sup>24</sup> *Informacyjny Kalendarz Narciarski na sezon 1935–36* (Kraków, 1935), pp. 220–221.

<sup>25</sup> Klemensiewicz, *Przewodnik narciarski*, pp. 3–4; 'Bieszczady jako teren turystyczny i narciarski', *Wiadomości Turczańskie*, no. 12 (25 Dec. 1932), p. 1; M. Kozłowski, 'Bieszczady jako teren Turystyczny', *Wiadomości Turystyczne. Województwo Lwowskie*, no. 5, 6 and 7 (May, June, and July 1932), p. 25; S. Lenartowicz, *Przewodnik po Polsce*, vol. 2: *Polska południowo-wschodnia* (Warszawa, 1937), p. 450; R. P-ski, 'Rozkosze w Bieszczadach', *Kurjer Warszawski. Wydanie Wieczorne*, no. 44 (13 Feb. 1933), p. 7; *Rocznik Strzelecki* (Warszawa, 1933), pp. 463–464; W. Milata, 'Zima w Karpatach', *Turysta w Polsce*, no. 1–2 (Jan.–Feb. 1937), p. 9.

<sup>26</sup> In the Western Bieszczady Mountains, the entire Sianki, Bukowiec, Beniowa, Wołosate, Ustrzyki Górne, Roztoki Górne, Solinka, Balnica, Zubeńsko, and Łupków were located in the border zone, while places like Sokoliki Górskie or Berehy Górne, Wetlina, Cisna, and Wola Michowa were located beyond its borders. Therefore, Kińczyk Bukowski, the southern slopes of Halicz, and Wielka Rawka remained in the border zone. Outside the zone, there were "beautiful peaks" such as Krzemień, Bukowe Berdo, "domed" Tarnica "with an abundant spring on its western slope", "long ridges of Caryńska, Wetlińska, and cone-shaped Smerek", Chryszczata, whose slopes are covered by mixed forest reminiscent of a primeval forest; M. Orłowicz, 'Ograniczenia w strefie nadgranicznej (Województwo Lwowskie. Karpaty Wschodnie i Środkowe)', *Jedziemy*, no. 8 (12 March 1939), pp. 6–7; id., 'Ograniczenia w strefie nadgranicznej', *Jedziemy*, no. 9 (19 March 1939), p. 6.

<sup>27</sup> Klemensiewicz, *Przewodnik narciarski*, p. 7; M. Orłowicz, 'Ograniczenia w strefie nadgranicznej', *Jedziemy*, no. 7 (5 March 1939), p. 6; 'Ograniczenia ruchu turystycznego w Karpatach Wschodnich', *Jedziemy*, no. 1 (15 Jan. 1939), p. 3; 'Tylko w strefie granicznej obowiązują nieznaczące ograniczenia turystyczne na terenie Karpat Wschodnich', *Jedziemy*, no. 2 (22 Jan. 1939), p. 3.

later, to Halicz. Further skiing expeditions organised before the outbreak of World War I took place in slightly more distant mountain ranges to the west, such as the Połonina Caryńska and Wetlińska.<sup>28</sup>

### 5. An outline of the development of ski tourism in the Western Bieszczady Mountains in the 1930s

The first skiing expeditions to the Western Bieszczady Mountains had a “reconnaissance” character, evaluating their attractiveness and potential use for skiing. Compared to the higher and more well-known parts of the Eastern Carpathians, such as the Czarnohora or even the Eastern Bieszczady Mountains, these mountains did not present as much of a challenge regarding technical difficulty and sports opportunities. As noted, the specific nature of the Bieszczady slopes predisposed them more to beginner skiers starting their winter mountain hikes or to those just learning to ski. The further winter exploration of the Western Bieszczady Mountains was interrupted by the outbreak of World War I, which left a bloody mark on the entire region. The post-war development and actions of the PZN as an organisation that brings together ski societies and sections focused more on the sports aspects of skiing (for instance, downhill skiing), and it was only in 1928 that greater attention was paid to the tourism potential of skiing (for instance ski touring and backcountry skiing) through the establishment of the PZN Tourism Commission.<sup>29</sup>

<sup>28</sup> Z. Pęgowski, *Złota księga narciarstwa polskiego. Karpaty Wschodnie* (Warszawa, 1992), pp. 141–142, 238; J. Kapłon, *Karpackie Towarzystwo Narciarzy we Lwowie 1907–1939. Zarys dziejów* (Kraków, 2020), p. 27; B. Słama, W. Szatkowski, *Magia nart. Czas pionierów* (Zakopane 2016), p. 55; ‘Wiadomości bieżące’, *Słowo Polskie*, no. 102 (1 March 1907), p. 5; R. Kordys, ‘Przez siedem gór i przez siedem dolin – Na nartach. Ze wspomnień narciarza’, *Wierchy*, no. 7 (1929), p. 108; Z. Klemensiewicz, ‘Przez śnieżne wierchy Karpat’, in: *Na szczytach gór Europy*, ed. K. SAYSSE-Tobiczyk (Warszawa, 1959), p. 77.

<sup>29</sup> R. Kołodziej, *Polski Związek Narciarski 1919–1939* (Rzeszów, 2010), p. 116.

In the early 1930s, the Western Bieszczady Mountains were not seen as a popular destination for skiers, as evidenced by the lack of information about them in the *Informacyjny Kalendarz Narciarski* [Ski Information Calendar] from 1929. It was only in the next edition that mentions of skiing and tourist possibilities in the Western Bieszczady Mountains appeared, including the first lodging places and ski routes.<sup>30</sup> The low popularity of the Western Bieszczady Mountains was also indicated by the list of ski routes scored for the Mountain Badge of the PZN in the *Informacyjny Kalendarz Narciarski* for the seasons 1929/30 and 1932/33.<sup>31</sup>

The 1933/34 ski season brought further development of infrastructure and increased interest in the Bieszczady region, as evidenced by the growing number of accommodation options and ski trails. The list of trails counted towards the PZN Mountain Badge was also expanded to include peaks located slightly further to the west. In subsequent ski seasons, updated lists of accommodation options for skiers were included in the *Informator*. PZN also published a list of the most important winter resorts in the Carpathians.<sup>32</sup>

Highlighting the position of Sianki, LPT established field offices there during the 1938/39 season to handle winter tourism traffic, “serving not only mass tourism but also individual tourism and representing a serious step forward

<sup>30</sup> In the Łupków area, there was a shelter located in front of the railway tunnel, while at Sianki, located near the Użok Pass, accommodation for skiers was offered by a tourist facility located in Kraus’s restaurant, as well as a small shelter of the Przemyski Ski Association (Przemyskie Towarzystwo Narciarskie, PTN) located in a railway house.

<sup>31</sup> *Informacyjny Kalendarz Narciarski na sezon 1929–30* (Kraków, 1929), p. 51; *Informacyjny Kalendarz Narciarski na sezon 1932–33* (Kraków, 1932), pp. 121–122.

<sup>32</sup> *Informacyjny Kalendarz Narciarski na sezon 1934–35* (Kraków, 1934), pp. 11–112, 127, 147–48, 154–157; *Informacyjny Kalendarz Narciarski na sezon 1935–36* (Kraków, 1935), pp. 135, 179, 183; *Informacyjny Kalendarz Narciarski na sezon 1936–37* (Kraków, 1936), pp. 102, 106, 185, 231, 235; *Informacyjny Kalendarz Narciarski na sezon 1937–38* (Kraków, 1937), pp. 43–44, 75–76.

in the Europeanization of our tourist services".<sup>33</sup> At the ski centre, skiers had access to a range of information, including accommodation options, dining recommendations, transportation schedules, weather and skiing conditions, and details about the surrounding area. The centre also facilitated registration for ski courses and PZN proficiency badge races and provided resources such as maps, ski publications, and TKN subscriptions. For those interested, excursions were organised, and guides were available for hire to enhance the skiing experience.<sup>34</sup>

The development of skiing was also related to the emergence of organisations that brought together skiers from the Bieszczady region. In addition to the largest associations, such as PZN, TKN, KTN, and PTN, local groups were also operating in the area promoting ski tourism. Since the beginning of the 1930s, the Ski Section of the Military Sports Club in Sanok was seen to be functioning, and in the 1931/32 season, it won the President of the Republic of Poland's rotating trophy for skiing proficiency. In 1933, the Ski Association of the 2nd Podhale Rifles Regiment in Sanok had 950 members, and their members obtained five Mountain Badges from PZN during this period, as well as winning the President of the Republic of Poland's trophy again. They continued to succeed in the following years, winning awards from the President of the Republic of Poland and badges for proficiency. The association also organised special skiing shows for the residents.<sup>35</sup> In 1935, the following socie-

ties involved in ski tourism were active in Sanok: the aforementioned Ski Association of the 2nd Podhale Rifles in Sanok (465 members), the Ski-Kayak Section of the Gymnastic Society "Sokół" (25). Additionally, the Ski Section of the State School in Ustrzyki Dolne had ten members, while the Ski Section of the Scout Team in Zagórz<sup>36</sup> and the local Ski-Kayak Section of the Gymnastic Society "Sokół" did not provide the numbers of their members. Two years later, in addition to the abovementioned, the Lesko Ski Association (38) and the Ski Section of the Sanok Polish Tatra Society (Polskie Towarzystwo Tatrzańskie, PTT) "Sanoczanka"<sup>37</sup> were also active.<sup>38</sup>

## 6. Communication and main access roads

The trips to Western Bieszczady were primarily facilitated by railway lines: Zagórz–Łupków, Zagórz–Przemyśl, and Sambor–Sianki, the narrow-gauge railway Łupków–Cisna, as well as the roads Zagórz–Szcawne, Lesko–Roztoki Górne, and Sambor–Użok. They had an impact on the development of individual towns and the growth of tourism. Thanks to the accessibility of communication, more and more parts of Western Bieszczady were

<sup>36</sup> In 1936, the Ski Section of the Scout Team in Zagórz was struck off the list of PZN members; *Polski Związek Narciarski. Sprawozdanie z działalności za sezony 1935/36 i 1936/37* (Kraków, 1937), p. 43.

<sup>37</sup> The Ski Section "Sanoczanka" was established after the Sports Club "Sanoczanka" was incorporated into the PTT structure. During the 1937/38 skiing season, the section organized five skiing trips to the shelter at Łupków and also conducted a skiing course for beginners; J. Kapłon, 'Zarys historii Oddziału Polskiego Towarzystwa Tatrzańskiego w Sanoku', in: *Osiemdziesiąt lat zorganizowanej turystyki w Sanoku. Od PTT do PTTK*, ed. W. Wójcik (Kraków–Sanok, 2009), pp. 24–25.

<sup>38</sup> *Sprawozdanie z działalności władz i organów Polskiego Związku Narciarskiego: za sezony 1933/34 i 1934/35* (Kraków, 1935), pp. 51, 58–62, 76; *Polski Związek Narciarski. Sprawozdanie z działalności za sezony 1935/36 i 1936/37*, p. 133; *Polski Związek Narciarski. Sprawozdanie z działalności za sezony 1937/1938 i 1938/1939, 1939* (Kraków, 1937), p. 10, 12–16; 'Dziesięciolecie odznaki "Za Sprawność" Polskiego Związku Narciarskiego', *Turysta w Polsce*, no. 8 (Aug. 1936), p. 12; *Informacyjny Kalendarz Narciarski na sezon 1934–35*, p. 21; *Informacyjny Kalendarz Narciarski na sezon 1936–37*, p. 165; *Informacyjny Kalendarz Narciarski na sezon 1937–38*, p. 146.

<sup>33</sup> A. Zieliński, '2 lata pracy dla turystyki masowej LPT', *Turysta w Polsce*, no. 12 (Dec. 1937), p. 6.

<sup>34</sup> *Informacyjny Kalendarz Narciarski na sezon 1938–39* (Kraków, 1938), p. 286.

<sup>35</sup> *Informacyjny Kalendarz Narciarski na sezon 1932–33*, pp. 25, 48; *Sprawozdanie z działalności rady i zarządu głównego oraz komisji i instytucji Polskiego Związku Narciarskiego w Roku 1932–1933* (Kraków, 1933), pp. 24, 55; *Informacyjny Kalendarz Narciarski na sezon 1933–34* (Kraków, 1933), p. 84.



seen as potentially attractive for skiers. Considering the possibilities of skiing, Ustrzyki Dolne played an important role, being located in “a hilly area, but without forests, conducive to skiing”.<sup>39</sup>

From Lviv, it was possible to reach the Western Bieszczady Mountains conveniently by train that led through Sambor to Sianki. As reported by the press: “[...] in numerous towns along this line, there is already a lively winter-tourist life”, with passenger trains running twice a day.<sup>40</sup> With a similar frequency, trains ran from Przemyśl through Chyrów, Zagórz to Łupków. Using this second connection, people often got off at Nowy Łupków, from where they could continue their journey towards Cisna, thanks to the narrow-gauge railway running on this section. It was possible to get to Wola Michowa, which is located in a convenient area for skiing. In addition, there was also a narrow-gauge railway connecting Sokoliki Górskie with Ustrzyki Górne, which ran irregularly during the winter season. Among other places, it stopped in Muczne, a forest settlement that was an excellent starting point for Bukowe Berdo, Tarnica and Halicz. The railway route from Muczne to Sokoliki Górskie was about 13 km long. Unfortunately, the economic crisis of the 1930s and the poor state of the timber industry affected the profitability of the narrow-gauge railway. The line from Sokoliki Górskie to Ustrzyki Górne was finally liquidated in 1936.<sup>41</sup>

Inaccessible areas far from the railway lines were reached through snowy roads. One such road connected Sambor through Turka to the Użok Pass near Sianki and

from Ustrzyki Dolne to Lutowiska, with an extension to Dwernik. In addition, there was a road connecting Lesko to Cisna, as well as Zagórz towards Medzilaborce and Cisna to Kalnica. Road transport relied on buses, with one regular line running from Ustrzyki Dolne to Lesko and Sanok. From Ustrzyki Dolne, it was also possible to reach villages, such as Lutowiska, or even further areas located just below the mountain meadows by hiring a two-horse carriage or taking a post coach. Ustrzyki Dolne was also accessible by carriage from Ustjanowa.<sup>42</sup> Another bus line connected the Łukawica railway station near Lesko to Baligród. The Baligród area had “extensive skiing areas in sparsely forested hilly terrain”.<sup>43</sup> The buses ran twice daily. After passing through the town, the road led to “the village and run-down resort” in Jabłonki, from where it continued to Cisna.<sup>44</sup>

When roads were too snowed in, sleights were rented, which cost about 3 złotys for every 10 km of the journey. This is how people would travel in winter to Lutowiska, where due to the “advantage of the unwooded peaks, especially to the east” of the town, skiing could be practised, and further south, on the Magura Stuposiańska (1016 m) and the Połonina Caryńska, there were “first-class ski areas”.<sup>45</sup>

During the skiing season of 1929/30, from 1 December to 30 April, PZN members could take advantage of a 25 per cent discount on railway travel to selected destinations; in the Western Bieszczady Mountains, these were the stations in Sianki and Ustrzyki Dolne. In later years, travel costs decreased, and the number of ski resorts accessible by train increased. PZN members with paid membership fees were eligible for special discounts of 33⅓ per cent on travel in first, second, and third-class carriages in local and express

<sup>39</sup> S. Lenartowicz, *Przewodnik po Polsce*, vol. 2: *Polska południowo-wschodnia* (Warszawa, 1937), pp. 450, 461, 474; Klemensiewicz, *Przewodnik narciarski*, pp. 21, 24.

<sup>40</sup> *Z Karpat Wschodnich*, *Zima*, no. 1 (Dex. 1930), p. 23.

<sup>41</sup> Klemensiewicz, *Przewodnik narciarski*, pp. 9, 24; S. Lenartowicz, *Przewodnik po Polsce*, p. 462; Gańsiorowski, *Przewodnik po Beskidach Wschodnich*, p. 73; Z. Rygiel, *Z dziejów bieszczadzkich kolejek leśnych* (Krosno, 2011), p. 70.

<sup>42</sup> Lenartowicz, *Przewodnik po Polsce*, pp. 474, 476.

<sup>43</sup> *Ibid.*, p. 478.

<sup>44</sup> Klemensiewicz, *Przewodnik narciarski*, pp. 22–24.

<sup>45</sup> Lenartowicz, *Przewodnik po Polsce*, p. 475.

trains between 1 December and 30 April for transportation to ski areas.<sup>46</sup>

In addition to the places that tourists could directly reach thanks to railway connections, there were many holiday destinations without convenient and fast transportation, which made them less frequently visited. However, it was possible to rent accommodation there without any problem. One of the important places of this type in the eastern part of the Western Bieszczady Mountains was Dydiowa, located on the San River, with a favourable climate for health, and located 15 km in a straight line from the railway station in Sokoliki Górskie. There was a guesthouse run by Zofia Wołkowicka and in Sokole by Aleksandra z Gostomskich Brandysowa.<sup>47</sup>

## 7. Tourist infrastructure

Over the years, tourist infrastructure in the Bieszczady Mountains improved, with a steadily increasing number of tourist and ski resorts and mountain shelters. The average cost of staying in the Bieszczady Mountains for a skier was between 3.5 and 5 zlotys per day, which included the overall cost of accommodation and meals. Specialised ski publications made it easier to find lodging, as a list of all shelters and tourist resorts was published almost every year in the updated PZN Skiing Calendar. This provided information on the number of available beds in each place, its development status, and how to contact its owner or leaseholder. Tourist development in the Western Bieszczady Mountains mainly was carried out by two organisations: PTN, which focused on the Sianki area, and the Polish Tatra Society, which managed areas slightly further west. Both societies

managed almost all of the major ski shelters in the Bieszczady Mountains, including facilities in Łupków and Sianki. As the network of tourist shelters was too small to meet growing needs, smaller ski resorts were established where large facilities were too sparsely located or could completely replace the establishment of shelters. Seasonal ski resorts or resorts open year-round were located in guesthouses, inns, forest lodges, and border guard stations. They had their own equipment and furniture, and TKN was responsible for part of their equipment and supplies, including contracting and establishing station regulations, providing Military Geographic Institute (WIG) tourist maps, and rescue and first aid equipment as far as possible. Ski resorts were also established in summer resorts that were primarily located along railway lines leading into the Carpathians. These resorts mostly operated in the winter season thanks to their transportation capabilities, confirmed by the winter resort and summer resort lists published by PZN and the Bieszczady Summer and Tourist Association.<sup>48</sup>

Skiers arriving in Zagórz could stay overnight at the local hotel and also get meals at the nearby restaurant. Continuing along the western border of the Bieszczady Mountains, marked by the Zagórz–Łupków railway line, the next accommodation spot was Komańcza. The most important lodging point in this area was undoubtedly Łupków. Heading east from Łupków along the narrow-gauge railway line, skiers could find shelter in Maniów, and by taking the train further, they could reach the TKN accommodation facility in the vicinity of Cisna. In Baligród, two hotels offered lodging. In the northern

<sup>46</sup> A. Zieliński, 'Indywidualne niżki narciarskie', *Turysta w Polsce*, no. 12 (Dec. 1937), p. 3; *Informacyjny Kalendarz Narciarski na sezon 1929–30*, p. 26; *Informacyjny Kalendarz Narciarski na sezon 1933–34*, p. 118; *Informacyjny Kalendarz Narciarski na sezon 1937–38*, pp. 115–117; *Informacyjny Kalendarz Narciarski na sezon 1938–39*, pp. 72–75.

<sup>47</sup> Gąsiorowski, *Przewodnik po Beskidach Wschodnich*, pp. 7, 78; E. Słuszkiewicz, *Przewodnik po Sanoku i Ziemi Sanockiej* (Sanok, 1938), p. 138.

<sup>48</sup> Klemensiewicz, *Przewodnik narciarski*, p. 5; *Sprawozdanie z działalności władz i organów Polskiego Związku Narciarskiego: za sezony 1933/34 i 1934/35* (Kraków, 1935), p. 111; *Towarzystwo Krzewienia Narciarstwa. Sprawozdanie z działalności rady i zarządu głównego w roku 1933–1934* (Kraków, 1934), p. 16; Gąsiorowski, *Przewodnik po Beskidach Wschodnich*, p. 7.

part of the Bieszczady Mountains, skiers could also stay in facilities located near railway lines. In Ustrzyki Dolne, there was a hotel and two smaller inns. In Olszanica, there was a shelter, and in Uherce, there was the TKN tourist-ski accommodation facility. From the perspective of a tourist-skier traversing the Western Bieszczady Mountains in winter, the few lodging places located at the foot of the Połonina Wetlińska and Caryńska, Wielka Rawka and the Tarnica Massif were of enormous importance. In Berehy Górne, accessible by a “bad municipal road” from Nasiczne, accommodation and food were available at the TKN lodging facility and shelter. In Wołosate, skiers could stay at the Border Guard facility, while in Ustrzyki Górne, they could find lodging at the TKN accommodation facility. In addition to that, there was also a Border Guard outpost and a narrow-gauge railway station in the village. Accommodation and meals were also provided by engineer Wiktor Adlersberg. In Stuposiany, which had excellent conditions for a climatic station and winter sports, Jakub Beckier provided lodging and meals. In Sokoliki Górskie, lodging places could be found, among other places, at the PTT facility and in the inn. Nearby, in Bukowiec, there was an accommodation facility located in a forest ranger’s lodge, while in adjacent Beniowa, there was the KTN accommodation facility.<sup>49</sup>

<sup>49</sup> ‘Polskie Towarzystwo Tatrzańskie – turystyka i narciarstwo’, *Wierchy*, no. 15 (1937), p. 194; ‘Polskie Towarzystwo Tatrzańskie w latach 1939–1947’, *Wierchy*, no. 17 (1947), p. 112; J. Kapłon, ‘Zorganizowana polska turystyka górską w Karpatach Wschodnich do 1939’, in: *Podróżowanie w Karpatach wczoraj i dziś*, ed. S.A. Sroka (Kraków, 2009), p. 73; R. Bogdziewicz, *Schroniska górskie od Beskidu Śląskiego do Czarnohory w latach 1874–1945* (Lublin 2012), p. 203; Lenartowicz, *Przewodnik po Polsce*, pp. 460–462, 471, 474–476, 478; Kapłon, ‘Zarys historii’, p. 15; id., *Karpackie Towarzystwo Narciarzy*, p. 205; Gąsiorowski, *Przewodnik po Beskidach Wschodnich*, pp. 70–71, 77–78; *Informacyjny Kalendarz Narciarski na sezon 1935–36*, p. 179; S. Kryciński, ‘Berehy Górne na dwa sposoby odkrywane’, *Plaj*, no. 44 (2012), p. 112; id., *Bieszczady. Gdzie dzwonnica głucha otulona w chmury* (Rzeszów, 2021), p. 39; *Polski Związek Narciarski. Sprawozdanie z działalności za sezony 1935/36 i 1936/37*, p. 160.

Undoubtedly, the most important “skiing capital” of the Western Bieszczady Mountains was Sianki, located in the southernmost and easternmost point of the discussed area. Its development was facilitated by both the gentle terrain and the climate conditions prevailing there, and above all, the accessibility due to the railway line leading to the Użok Pass. Sianki was famous for the heaviest snowfall and varied terrain with long, forest-free slopes. The peaks had gently sloping slopes suitable for learning to ski, and an additional advantage was the snow cover lasting until spring. In the second half of the 1930s, accommodation could be rented in three mountain lodges, six guesthouses, ten holiday homes, and many private accommodations. There was also a youth hostel for high school students belonging to the Society of Teachers of Higher and Secondary Schools, as well as the PTN tourist and skiing lodge. In addition, there was a ski lodge for the Headquarters of Corps District No. X from Przemyśl and a TKN accommodation facility, as well as the Przemyśl branch of PTT in the “Szczawinka” guesthouse. All these facilities operated throughout the year.<sup>50</sup>

## 8. Trips, rallies, and ski courses

The gradual development of ski tourism in the Western Bieszczady Mountains encouraged an increasing number of skiers to explore this part of the Carpathians, both through trips, rallies, courses, and winter holidays. Ski trips for schoolchildren

<sup>50</sup> Klemensiewicz, *Przewodnik narciarski*, p. 20; Lenartowicz, *Przewodnik po Polsce*, p. 472; ‘Kronika turystyczna’, *Turysta w Polsce*, no. 8 (Aug. 1935), p. 14; P-ski, ‘Rozkosze w Bieszczadach’, p. 7; ‘Ostatnie dni tanich wyjazdów do Sławka i Sianek’, *Jedziemy*, no. 8 (12 March 1939), p. 6; *Miejscowości letniskowo-turystyczne okręgu turczańskiego. Prospekt Związku Letniskowo-Turystycznego “Bieszczady”* (Lwów, 1939), pp. 14–16; Organ, ‘Go to Bieszczady!’, p. 151; id., ‘120 Kilometrów samotności’. Główny Szlak Karpacki im. Marszałka Józefa Piłsudskiego na terenie Bieszczadów Zachodnich’, *UR Journal of Humanities and Social Sciences*, vol. 19, no. 2 (2021), p. 124; ‘Sprawozdanie zarządu głównego Polskiego Towarzystwa Tatrzańskiego z działalności za czas od 1 marca 1929 roku do 28 lutego 1930 roku’, *Wierchy*, no. 8 (1930), p. XXXVI.

reached this area, but they were less common than traditional summer hiking trips, typically composed of several or a dozen stronger and sportier students. At the same time, Bieszczady were seen as a particularly convenient area for young people to learn to ski. Attempts were made to mitigate the exclusivity of skiing, associated with the cost of skiing equipment, usually unavailable to a larger number of young people, by organising special courses and camps. Ski instructors also worked with local youth. For example, in the 1934/35 ski season, TKN conducted a campaign to organise ski hiking camps for primary schools, and one of them was organised in Sianki. In 1936, such courses took place, among others, at Komańcza and Łupków, where three pairs of skis were left after completion. Another group mainly composed of young people who came early to Western Bieszczady were scouts. At the turn of the year 1932/33, during winter holidays, the Physical Education Department of the Main Female Scout Headquarters organised a ski course in Sianki for female scouts and PZN instructors. Representatives of various professions associated with different circles and associations also came to the Bieszczady, especially to Sianki, which offered a rich accommodation base and convenient access via railway lines. Ski courses were also organised there.<sup>51</sup>

<sup>51</sup> H. Gąsiorowski, *Przewodnik po Beskidach Wschodnich*. p. 27; *Towarzystwo Krzewienia Narciarstwa. Sprawozdanie z działalności rady i zarządu głównego w roku 1934–1935* (Kraków, 1935), p. 23; ‘Narciarskie kursy wędrownie TKN’, *Turysta w Polsce*, no. 5 (May 1936), p. 7; ‘Góry polskie – kraj narciarzy’, p. 13; ‘Harcerskie obozy i kursy narciarskie w Rozluczu i Siankach’, *Wiadomości Turczańskie*, no. 12 (25 Dec. 1932), p. 4; M. Leśkiewicz, ‘Regulamin’, *Zakosem. Jednodniówka kursu Narciarskiego w Siankach*, 30 June 1936, p. 11–12; M. Orłowicz, ‘Frekwencja schronisk turystycznych w Karpatach Wschodnich w grudniu’, *Turysta w Polsce*, no. 1–2 (Jan.–Feb. 1936), p. 21; id., ‘Frekwencja schronisk turystycznych w styczniu 1936 r.’, *Turysta w Polsce*, no. 3 (March 1936), p. 15; id., ‘Frekwencja schronisk turystycznych w Karpatach Wschodnich roku bieżącego’, *Turysta w Polsce*, no. 5 (May 1936), p. 15; ‘Sporty zimowe w Związku Strzeleckim’, *Polska Zbrojna*, no. 10 (12 Jan. 1934), p. 9; ‘Ruch sportowy w Związku Strzeleckim’, *Polska Zbrojna*, no. 38 (9 Feb. 1934), p. 7; ‘Obóz Z.R.S.S. w Siankach’, *Robotnik*, no. 69 (2 March 1936),

A special ski train, popularly known as “Ski-Dancing-Bridge”, was also arriving in Sianki, introduced on Polish railways in the early 1930s by the Polish State Railways and the Kraków TKN.<sup>52</sup> Ski train rallies, as they were officially called, became an incredibly popular means of transport and, at the same time, a certain “fashionable” social phenomenon, as almost 200 people from all over Poland participated in them. Ski train rallies were extremely popular as a favourite form of winter tourism. The first ski train left Kraków railway station in 1932, and the formation of the full train was completed in Lviv on 21 February, where trains from different parts of Poland were connected into one rally train. The rally route of nearly 1200 km led through the foothills of the Polish mountains, reaching the most important ski resorts, from Jaremcze in the Carpathians to Wisła in the Silesian Beskids. The rally route “passed through the most beautiful areas that Poland has, [...] the magnificent slopes near Sianki, the incomparable ski fields of the Użok Pass, [...] Łupków [...] it is the most beautiful route that one can dream of in Poland and the ski train rally is a wonderful shortcut to winter beauty”.<sup>53</sup>

After the first very successful ski train trip in 1932, where “the idea and execution exceeded all expectations”, preparations began for organising more railway ski

p. 4; P-ski, ‘Rozkosze w Bieszczadach’, p. 7; E. Zając, ‘Dom Żołnierza Polskiego w Sanoku (1924–1939)’, *Echo Sanoka*, no. 12 (6 Dec. 1993), p. 7; Z. Peszkowski, *Z grodu nad krętym Sanem w szeroki świat* (Sanok, 2004), p. 34; Kapłon, ‘Zarys historii’, p. 25.

<sup>52</sup> Apart from Sianki, the train stopped at Jaremcze, Sławsko, Krynica, Zakopane, Rabka, Zwardoń and Wisła. The composition of the tourist train, produced by the Lilpop, Rau and Loewenstein factory in Warsaw, was highly acclaimed. In 1937, it was confirmed by the Grand Prix award given at the International Exhibition of Art and Interior Design in Paris. The modern interior, including the “dancing-bar” wagon, was designed by Lech Niemojewski, Piotr Biegański and Kazimierz Marczewski; J. Łoziński, M. Łozińska, *Narty – Dancing – Brydż w kurortach Drugiej Rzeczypospolitej* (Warszawa, 2010), pp. 9–17.

<sup>53</sup> *Pamiętnik Rajdu Kolejowo-Narciarskiego TKN* (Kraków, 1932), p. 3; Łoziński, Łozińska, *Narty – Dancing – Brydż*, pp. 9–17; P-ski, ‘Rozkosze w Bieszczadach’, p. 7; *Kolejowe Rajdy Narciarskie TKN. 1–10. II. 1934, 15–24. II. 1934* (Kraków, 1933), p. 7.

trips.<sup>54</sup> Apart from multi-day trips, TKN also organised shorter excursions using so-called popular trains.<sup>55</sup> During the winter season of 1937/38, LPT along with PTN organised affordable winter vacations that were available to all those who held an LPT participation card.<sup>56</sup>

### 9. Guides, maps, and ski trails

The most important aid for tourist-skiing enthusiasts travelling through or planning a trip to the Western Bieszczady Mountains was a complete set of tourist maps and an appropriate guide. For planning ski trips in the Western Bieszczady Mountains, it was recommended to use maps published by the Military Geographic Institute (WIG), and in case of their absence, one could use older

editions of Austrian military maps with a scale of 1:75,000. The discussed area was covered by five WIG map sheets with a scale of 1:100,000, which were respectively: Lesko (Strip 51, Column 34, 1938), Ustrzyki Dolne (Strip 51, Column 35, 1938), Łupków (Strip 52, Column 34, 1938), Dźwiniacz Górny (Strip 52, Column 35, 1937), and Turka (Strip 52, Column 36, 1937). In addition to the aforementioned possibility of using pre-war and somewhat outdated maps lacking tourist-related information such as a network of marked hiking trails, skiers could partially rely on more general schematic maps such as Bieszczady and Gorgany. *Bieszczady i Gorgany. Mapa Znakowanych Szlaków Turystycznych Od Ustrzyk Gr. Po Rajfałową* [Map of Marked Hiking Trails from Ustrzyki Gr. to Rajfałowa], developed in 1933 by Zieliński and Wasung in cooperation with the PTT branches from Drohobycz, Lviv, and Stryj, was also available. Unfortunately, for tourists heading to the Western Bieszczady Mountains, this map provided very limited assistance as it covered only the western edge to the valley of the Wołosaty stream, thus only the Tarnica and Halicz Massif, including Bukowe Berdo and Szeroki Wierch.<sup>57</sup> Henryk Gašiorowski, an expert on the Eastern Beskids, appreciated its technical execution, but criticized its lack of inclusion of key locations for the Western Bieszczady Mountains: “[...] the network of coloured signs does not get lost in the colours of the ridges and mountain arms [...] the names of towns, mountains, and rivers are printed, not written, the Polish-Czechoslovak tourist strip on both sides of the border is crossed out, and the legend is more comprehensive. In terms of topography, it is noticeable that some touristically important locations are missing, such as Wołosate above Ustrzyki Górne”.<sup>58</sup>

<sup>54</sup> *Informacyjny Kalendarz Narciarski na sezon 1932–33*, pp. 131–132. During the 1932/33 season, two major skiing events were offered, with planned stops at Sianki. On 2–10 February, the 2nd Skiing Rally for foreign tourists was proposed, attended mainly by visitors from France, the Netherlands, Germany, Czechoslovakia, and Latvia, as well as those who did not participate in the previous trip. The 3rd Rally, aimed at participants of the first skiing rally, took place from 21 February to 1 March; *Pamiętnik Rajdu Kolejowo-Narciarskiego TKN*, p. XIV; *Informacyjny Kalendarz Narciarski na sezon 1932–33*, pp. 131–132; A. Zieliński, ‘Podkarpacki Raid Narciarski’, *Turysta w Polsce*, no. 2 (Dec. 1934), p. 25. In the next skiing season, 1933/34, TKN proposed two rallies, the 1st Railway Ski Rally, which took place from 1 to 10 February 1934, was mainly intended for Polish skiers, while the 2nd Railway Ski Rally, organized between 15 and 24 February of the same year, was aimed at foreign tourists, whose participation accounted for nearly 50 per cent of all participants; *Towarzystwo Krzewienia Narciarstwa. Sprawozdanie z działalności rady i zarządu głównego w roku 1933–1934* (Kraków, 1934), p. 12.

<sup>55</sup> ‘Program imprez sportowych i turystycznych w sezonie zimowym 1936–37 r.’, *Turysta w Polsce*, no. 10 (Oct. 1936), p. 12; *Informacyjny Kalendarz Narciarski na sezon 1932–33*, p. 132; *Informacyjny Kalendarz Narciarski na sezon 1933–34*, p. 173; *Informacyjny Kalendarz Narciarski na sezon 1934–35*, p. 135; *Informacyjny Kalendarz Narciarski na sezon 1936–37*, p. 131.

<sup>56</sup> ‘Kronika turystyczna’, *Turysta w Polsce*, no. 1 (Jan. 1938), p. 14; *Karta uczestnictwa Ligi Popierania Turystyki. Sianki (840m), Sławsko (600m)* (Kraków, 1937), p. 1; ‘Urlop w górach za zł 19,80. Wczasy Zimowe LPT’, *Jedziemy*, no. 1 (15 Jan. 1939), p. 4; *Wczasy Zimowe 1938/1939* (Warszawa, 1938), pp. 4, 8, 13; ‘Jak i dokąd najtaniej wyjechać?’, *Jedziemy*, no. 2 (22 Jan. 1939), p. 6; ‘Tani urlop w górach w Karpackich Ośrodkach “Zimowych Wczasów LPT”’, *Jedziemy*, no. 2 (22 Jan. 1939), p. 2; ‘Zimowy urlop w Bieszczadach. Ulgowe wycieczki do Sławska i Sianek!’, *Jedziemy*, no. 4 (5 Feb. 1939), p. 7; ‘Na urlop do Sławska i Sianek! Tanie przejazdy ważne do 31 marca!’, *Jedziemy*, no. 6 (26 Feb. 1939), p. 11.

<sup>57</sup> Klemensiewicz, *Przewodnik narciarski*, p. 7.

<sup>58</sup> H. Gašiorowski, ‘Bieszczady i Gorgany. Mapa znakowanych szlaków turystycznych od Ustrzyk Górnych po Rajfałową; Opracowali Dr. A. Zieliński i A. Wasung’, *Wierchy*, no. 11 (1933), p. 259.

While the tourist maps from WIG appeared in 1937 and 1938, two tourist guides, authored by Zygmunt Klemensiewicz and Henryk Gąsiorowski, had already appeared on the publishing market a little earlier. The first of them, *Przewodnik narciarski po Karpatach i Tatrach. Tom III. Bieszczady. Od Przełęczu Wyszkowskiej po Przełęcz Łupkowską* [A Ski Guidebook to the Carpathians and Tatra. Volume III. Bieszczady. From Wyszkowska Pass to Łupków Pass] was published in 1934 as part of a series of ski guidebooks published by PZN. As the author of the work himself wrote: “The need for a guidebook of ski routes does not need to be justified, especially when it comes to the eastern part of the Carpathians, for which we do not yet have specialist ski guidebooks, and often no guidebooks at all”. The author began the series of guides from the Bieszczady Mountains “[...] which is a part of the Carpathians that – despite the fact that tourist traffic is lively in its area – has not yet received a guidebook treatment”.<sup>59</sup>

Zygmunt Klemensiewicz’s guidebook was the most comprehensive work that skiers could have at that time. In the text, the author described the area quite extensively, gave tourist tips, recommended tourist routes, starting stations, and ski trails. He included a total of 143 ski trails, of which 24 were in the discussed area. The very modern design of the guidebook catches the eye, especially its small format size, and reinforced binding adapted for use in the field. The precise description, almost devoid of expressive elements, gave it a strictly utilitarian character.

The second, *Przewodnik po Beskidach Wschodnich. Tom Pierwszy. Bieszczady* [Guide to the Eastern Beskids. Volume One. Bieszczady] by Henryk Gąsiorowski, was aimed more at mountain tourists hiking the trails in the summer, although the author also included information useful to

skiers, including a description of winter dangers. In the context of the area discussed, the guide only “touched” on the Western Bieszczady Mountains, describing only their highest part, including the mountain peaks around Sokoliki Górskie and Sianki, and the westernmost point considered by the author was Wielka Rawka. From the perspective of a tourist-skier, *Przewodnik po Sanoku i Ziemi Sanockiej* [Guide to Sanok and the Sanok Land] (1936/1938) by Edmund Słuszkiewicz could only be a landscape supplement, as it did not discuss mountain or skiing aspects, and as such was criticised.<sup>60</sup>

The aforementioned maps and two guides are the primary sources that allow for reconstructing the exact routes of skiing expeditions of that time. Additional help in reconstructing skiing routes and their popularity comes, for example, from records of completed trips and other tourist texts, including promotional brochures. PZN kept a detailed registration of trips classified for the Mountain Skiing Badge, which allows for a partial reconstruction of the popularity of individual skiing routes.<sup>61</sup>

In the western part of the Bieszczady Mountains, ski trips started from well-connected points, primarily in Łupków, Komańcza, Wola Michowa, and Maniów. A similar trend can be observed in the northern outskirts of the region, where the network of railway stations determined the possibilities of excursions. From Krościenko, “located in a picturesque mountain valley of Strwiąż”, people set out to Oratyk, whose summit was reached in about 1.5 hours.<sup>62</sup> From Ustrzyki Dolne, one could go to Kamienna Laworta, offering “a wide view

<sup>59</sup> W. Milecki, ‘Edmund Słuszkiewicz: Przewodnik po Sanoku i Ziemi Sanockiej’, *Wierchy*, no. 15 (1937), p. 238.

<sup>60</sup> *Sprawozdanie z działalności władz i organów Polskiego Związku Narciarskiego: za sezony 1933/34 i 1934/35*, pp. 121–128; *Sprawozdanie z działalności rady i zarządu głównego oraz komisji i instytucji Polskiego Związku Narciarskiego w Roku 1932–1933*, p. 59; *Powiat leski. Kraina szybowisk* (Warszawa, 1935), p. 6.

<sup>62</sup> Lenartowicz, *Przewodnik po Polsce*, p. 474.

<sup>59</sup> Klemensiewicz, *Przewodnik narciarski*, p. 1.

of the hills of the bordering belt of the Carpathians”.<sup>63</sup> Meanwhile, Olszanica, “picturesquely situated at the foot of the western part of the Bieszczady Mountains”, was the starting point for Słonne, Magura, Dział, and other nearby ranges and hills.<sup>64</sup> “Convenient ski areas in the immediate vicinity, as well as in the well-known gliding areas [were located] in Bezmiechowa (4 km away) and Ustjanowa (8 km away)”.<sup>65</sup>

In the eastern part of the Western Bieszczady Mountains, apart from expeditions towards Pikuj, which was then considered the highest peak in the Polish Bieszczady Mountains and, at the same time, a “very good skiing area”, Sianki were the centre of skiing expeditions heading towards the eastern part of the Western Bieszczady Mountains. People also went to the Magura Łomnińska range (Fig. 2), the highest peak of the Sanocko-Turczańskie Mountains.<sup>66</sup>

From the railway station in Sokoliki Górskie, ski trips headed towards Halicz (Fig. 3). From Halicz, one could also ski down to Tarnawa Niżna.<sup>67</sup> The route from

Beniowa to Kińczyk Bukowski<sup>68</sup> followed the blue trail, and one could also ski down to Sianki along the border ridge through Stińska;<sup>69</sup> this route offered beautiful views to the south side of the Carpathians. From Bukowe Berdo, the ski route led to the valley of the Wołosaty stream to Bereżki, Ustrzyki Górne, or Muczne. Additionally, from Halicz, one could go to Tarnica and Szeroki Wierch.<sup>70</sup> Apart from these routes,

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Bukowska and skiers descended northeast towards the forest. There, they encountered a clearing through which they skied down through the woods and clearings to a point at 907 m, then descended to the stream valley. From there, they approached the hamlet of Borsuczyni via clearings and continued through Fedkowskie, following a “gentle, open ridge” towards the narrow-gauge railway station in Tarnawa Niżna (Klemensiewicz, *Przewodnik narciarski*, p. 97; *Mapa WIG Dźwiniacz Górny, Pas 52 Stup 35*, 1937).

<sup>63</sup> From the village, the route led westward, initially along fields, then ascended into the forest covering the northeastern slopes of Kińczyk Bukowski. The trail led through open terrain to łązy, then entered the forest and gently led to a clearing, which transitioned to a mountain meadow. From there, one could proceed northwards and come out directly through the bends or choose a smoother ascent along the ridge, initially heading westward, and then proceed along the ridge to the summit of Kińczyk Bukowski, offering a “vast view”. The descent from the summit followed the same path to Beniowa or continued further westward along the blue trail, then extended for about 3 km along a wide ridge in the northwestern direction towards Rozspaniec. From the summit, one could descend to Bukowiec or Sokoliki Górskie (Klemensiewicz, *Przewodnik narciarski*, pp. 97–98; *Mapa WIG Turka, Pas 52 Stup 36*, 1937; *Mapa WIG Dźwiniacz Górny, Pas 52 Stup 35*, 1937).

<sup>64</sup> From the summit of Kińczyk, a straightforward descent led southwards along the Polish-Czechoslovak border, “winding” along the main ridge towards Stińska. However, the summit itself could be traversed from the eastern side. Then, the trail headed approximately 1 km eastwards to the peak of Rozspaniec Stiński, followed by a steep descent of just under 1 km through dense forests, proceeding northeastward along a cleared strip marking the border. At the peak of 984m, marked by border marker number 10, the trail turned south and, except Beskid Żydowski Pass, covered nearly level ground for another 1.5 km. When it reached the pass, the trail left the state border and turned northeastward, passing through clearings and following the valley of Niedźwiedzi Stream. Here, it encountered a road, which continued for another 2 km until it reached Sianki. To reach the railway station, the skier had to ascend for another 1 km and then descend from Kiczera Siankowska (Klemensiewicz, *Przewodnik narciarski*, p. 98; H. Gąsiorowski, *Przewodnik po Beskidach Wschodnich*, p. 72; *Mapa WIG Turka, Pas 52 Stup 36*, 1937; *Mapa WIG Dźwiniacz Górny, Pas 52 Stup 35*, 1937).

<sup>65</sup> From the summit, a skier headed towards a small pass separating Kopa Bukowska from Krzemień and then set off westwards, descending a steep slope towards the forest and then “gradually along the alpine meadow” descended the ridge along its upper boundary. After walking for about 40 minutes in a northwest direction, a skier reached

<sup>63</sup> *Ibid.*, p. 474.

<sup>64</sup> *Wczasy Zimowe 1938/1939*, pp. 12–13.

<sup>65</sup> *Ibid.*, pp. 12–13.

<sup>66</sup> Despite the fact that the summit of Magura Łomnińska lies outside the area of contemporary Western Bieszczady, the ski route leading to its peak from Lutowska largely passed through the region discussed. The ascent to Magura Łomnińska started in Lutowska, then for approximately 1.5 km directed northeast, initially through fields, and subsequently through the forest towards Berdo. After reaching the summit, the route continued northward, crossing the hamlet of Michniowiec located along the Lechnawa stream, reaching an elevation of 652 m, and then descending to a point of 618 m near the road between Michniowiec and Łopuszanka Lechniowska. From the road, the trail ascended again, initially through fields, and then through “small woods” in a northeast direction, reaching an elevation of around 800 m and arriving at a glade and clearing emerging from Michniowiec. A path through the forest was followed, heading eastward and northeastward until reaching the ridge of the range slightly north of the main peak. The ascent to the summit was along clearings, and the descent began by following the main ridge southeastward to a point at 836 m. From there, one descended to the road in Grażiowa and then “freely down the valley of the Dniester,” towards the railway line; Klemensiewicz, *Przewodnik narciarski*, p. 94; *Mapa WIG Ustrzyki Dolne, Pas 51, Stup 35*, 1938.

<sup>67</sup> The downhill route started at the summit, where the main ridge was descended for about 1 km. The ridge was left behind before Kopa



Fig. 2. Sheet of the WIG Ustrzyki Dolne map with the marked route of the ski trail from Lutowska to Magura Łomnińska.

Source: WIG Ustrzyki Dolne map, Strip 51, Column 35, 1938<sup>71</sup>.



Fig. 3. Skiing routes in the Tarnica and Halicz Massif.

Source: WIG Turka Map, Strip 52, Column 36, 1937; WIG Map of Dźwiniacz Górny, Strip 52, Column 35, 1937.

Tarnica was a convenient point for skiing down along the ridge of Szeroki Wierch to Wołosaty or Ustrzyki Górne.<sup>72</sup> From there,

a “flat saddle” between Krzemięń and Tarnica. From this pass, it took approximately half an hour to ascend from the northwest to Tarnica, which offered a “beautiful view of Halicz and Krzemięń,” as well as the eastern, highest parts of the Middle Beskid range (regionalisation according to H. Gašiorowski). From left to right, these included: “the dominant Wielka Rawka above the border ridge, to its right Mała Rawka, further behind it the summit of Połonina Wetlińska, and finally the tall and slender profile of Połonina Caryńska. Both Rawka and Połonina Caryńska close off, unfolding beneath our feet, the valley of Wołosaty Stream, a left tributary of the San River. From the southwest and the south, it is bounded by the border summits: Beskid Wołosacki and to its left, on the Czechoslovak side, Czeremcha, the peak frequently visited by Czechoslovak tourists” (Gašiorowski, *Przewodnik po Beskidach Wschodnich*, p. 74). From the summit of Tarnica, there were several descent options, including returning the same way, going to Bereźki or Ustrzyki Górne through Bukowe Berdo and Widełki, or descending almost directly “off-trail” through the alpine meadow to the south, passing through a sparse beech forest and forest clearings to the fields of Wołosaty (Klemensiewicz, *Przewodnik narciarski*, pp. 100–101; *Mapa WIG Dźwiniacz Górny, Pas 52, Stup 35*, 1937).

<sup>71</sup> Reading distances on the map excerpts attached to the text are facilitated by kilometre grids, which, on the WIG maps initially published at a scale of 1:100,000, form squares with equal sides representing a distance of 1 km in the field. Ski routes described in the sources from the discussed period are marked in red on the maps.

<sup>72</sup> From the pass below Tarnica, a skier headed approximately 1.5 km along the ridge line of the alpine meadow, passing by a small lake and gently descending towards Szeroki Wierch. Descending from Szeroki Wierch, the initial direction was northwest along the ridge, and then turning directly southwards along its southern branch. Upon reaching the end of the alpine meadow, a skier crossed to the west through a “narrow but steep strip of high forest” and emerged onto meadows, which led to an “excellent” descent to the hamlet of Niżny Koniec belonging to the

skiers also set out to the highest parts of the border ridge, primarily to Wielka Rawka.<sup>73</sup> From the latter place, one could reach Cisna.<sup>74</sup>

village of Wołosate. Instead of descending to Wołosaty, one could also proceed further along the ridge to Ustrzyki Górne. From Szeroki Wierch, the route led to its “wooded shoulder” extending from its northern end towards the west, proceeding “through forests” initially eastwards and then northeastwards with the “mighty bend of the Terebowiec stream” on the right-hand side. Subsequently, the valley was followed to Ustrzyki Górne, about 1 km from the confluence of Terebowiec, where the village had the last woodyard of the narrow-gauge railway (Klemensiewicz, *Przewodnik narciarski*, pp. 100–101; H. Gašiorowski, *Przewodnik po Beskidach Wschodnich*, p. 75; *Mapa WIG Dźwiniacz Górny, Pas 52 Stup 35*, 1937).

<sup>73</sup> The route began at the village centre, from where skiers proceeded further eastward into the Rzczyca stream valley. Following it for about 1 km, they turned left and “emerged onto a ridge, taking a path that alternated between meadows and forest.” As the ascent progressed, the “path” transformed into a trail, leading through the forest towards the southwest, reaching the border ridge about 1.5 km from the summit of Wielka Rawka. From this point, they continued the ascent along the Polish-Czechoslovak border, initially through the forest and then on the open summit dome of Wielka Rawka. From the summit, one could see “towards the west – Dziurkowiec and Raba Skała, towards the north and west – the mountains of Lesko county: with Mała Rawka in the foreground, towards the east – the Halicz group dominated by Tarnica, as well as the mountains of Turka county; towards the south – the lower ridges of the Czechoslovak Carpathians, closed on the horizon by the slightly higher silhouettes of the domes and peaks of Wyhorlat above Ungvár; in the southwest direction, near Rawka, the border peak Kremenaros, frequently visited by Czechoslovak tourists” (H. Gašiorowski, *Przewodnik po Beskidach Wschodnich*, pp. 77–78; *Mapa WIG Dźwiniacz Górny, Pas 52 Stup 35*, 1937).

<sup>74</sup> *Ibid.*, pp. 100–101; Gašiorowski, *Przewodnik po Beskidach Wschodnich*, pp. 71–75, 77–78.



Ski trips to Połonina Caryńska (Fig. 4), which was considered an “excellent ski area”, mainly started from Ustrzyki Górne and Berehy Górne.<sup>75</sup>

To the west of Połonina Caryńska is located Połonina Wetlińska, which was also a destination for numerous ski routes (Fig. 5). From the east side, skiers headed to the ridge of the Połonina from Berehy Górne,<sup>76</sup> and from there to Osadzki

Wierch. In the western part of Połonina Wetlińska, skiers mainly went to Smerek.<sup>77</sup>

Zygmunt Klemensiewicz emphasised that while Jasło, which is “almost entirely wooded, is not suitable for skiing”, its neighbouring mountain of Hyrlata was attractive to skiers of that time (Fig. 6). Hyrlata could be reached from Cisna, where a narrow-gauge railway station was located.<sup>78</sup>

<sup>75</sup> From Ustrzyki Górne, skiers followed the road along the Rzczyca valley, then began their ascent towards the northwest, where the meadows reached their highest point. There, a trail was located leading into the forest and further up to the upper clearings, from where they could initiate a traverse to the west and northwest along the ridge towards the road leading to Wyżniańska Pass, where the last buildings of Berehy Górne were located. If the plan was to reach the main ridge of the Połonina, then from the previous clearings, they had to turn northeast and enter the forest, then proceed towards the 1107 m pass located in the main ridge of Połonina Caryńska. From that point, they headed northwest along a generally open and gentle ridge, leading to the highest peak of Połonina Caryńska. A “good” descent from the Połonina followed the same route as the ascent, or skiers could descend towards the village of Caryńskie, “rarely overgrown with ridges” sloping to the north from points 1297 m and 1206 m, the latter descent being less steep. From Caryńskie, they continued along the road along the Caryński stream, climbed up to Nasiczne Pass, and descended to Nasiczne, about 5 km from Berehy Górne. The passage from Ustrzyki Górne to Berehy Górne initially followed the railway track and then the road until the confluence of the streams Rzczyca, Cybulawski, and Bystre. From there, the ascent began along clearings and traverses to reach the water divide located at Wyżniańska Pass, where the first cabins of Berehy Górne were encountered. From the pass, they descended through fields near the road to reach the KTN shelter located near the forester’s lodge. The entire route from Ustrzyki Górne to the shelter in Berehy Górne took about 1 hour and 15 minutes. Berehy Górne also served as a convenient starting point for ski excursions heading at Połonina Caryńska. One of the routes led from the shelter along the left bank of the stream, heading east and northwest towards the forest. There, they encountered a trail leading steeply onto the Połonina, almost directly to the south of the summit. To reach the summit itself, they had to traverse a series of bends, and the descent from the summit was taken using the same route, which was considered “challenging” (Klemensiewicz, *Przewodnik narciarski*, pp. 101–102; *Mapa WIG Dźwiniacz Górny, Pas 52 Słup 35, 1937*).

<sup>76</sup> From the village, skiers proceeded westward along the road until they reached the last buildings in the vicinity of Wyżniańska Pass. There, they turned right and crossed the fields heading north towards the upper forest zone, which they ascended through a trail leading in a northwest direction. The trail led to the ridge of the Połonina, a few hundred meters west of the summit of Hasiakowa Skała, where it turned westward and followed the “open ridge” towards Osadzki Wierch. The descent along the same route was described as “excellent,” and from the summit of Osadzki Wierch, skiers could also descend to Osada, the

eastern hamlet of Wetlina. The initial part of this downhill route took skiers southward along curves through the mountain meadows and sparse forest and then led them through clearings to an elevation of 926m. Keeping to the eastern side of the ridge, the descent proceeded southward to the Wetlinka valley and Osada, about 3 km from the center of Wetlina (Klemensiewicz, *Przewodnik narciarski*, p. 103; *Mapa WIG Dźwiniacz Górny, Pas 52 Słup 35, 1937*).

<sup>77</sup> The popular starting route led from Wetlina, first heading towards the church along the open slope. The ascent reached point 717m, from which skiers followed clearings northward to point 856m. Then, they ascended steeply through the forest to the ridge south of M. Orłowicz Pass. This ridge was bypassed from the west side, and the main ridge was reached near the pass. From there, one could ascend along Szare Berdo to Osadzki Wierch in about 1 hour or turn northwest and ascend the ridge to the “steep peak” of Smerek. The entire route from Wetlina to Smerek was estimated to take about 2 hours, and the descent usually led to Jaworzec, Kalnica, or the village of Smerek. The descent from the summit to the village of Smerek followed the northern side of the western ridge to a clearing below the forest boundary. From the clearing, skiers descended southwest along a trail passing through a series of clearings, which led to a “splendid” descent with curves down to the village of Smerek. The downhill route to Jaworzec and Kalnica from the summit of Smerek initially went southward, then curved northward around the summit from the west side until reaching the forest boundary. There, skiers encountered a trail through the forest leading to a large clearing near Wysokie Berdo. From this point, they turned west and descended towards the 930 m summit, passing a few buildings at Stodoly. Before reaching point 930m, the route turned northwest and descended with “excellent open terrain” in curves towards the hamlet of Kobylskie. From there, skiers proceeded along the road or through fields to the Wetlina Valley and the settlements of Jaworzec or the outlet of the Kobylski stream to Wetlina and the hamlet of Nanowa, approximately 2.5 km from the buildings of Kalnica; Klemensiewicz, *Przewodnik narciarski*, pp. 102–103; *Mapa WIG Dźwiniacz Górny, Pas 52 Słup 35, 1937*.

<sup>78</sup> The ski trip began at the station and led southward along the road to Liszna, where it turned onto a trail ascending the southwestern ridge of Hyrlata, near the church. Subsequently, the trail turned southward and led through the forest, coming close to the summit of Rosocha. Without reaching the peak, the route turned westward along the ridge, continuing through sparse forests and clearings in a northwestern direction towards the summit of Hyrlata. The descent was made using the same route, or skiers could head towards the village of Solinka. To descend to Solinka from Hyrlata, they continued along the ridge’s meadows to the northwest until reaching Zwornik. At Zwornik, they turned southwest onto a trail that led through the forest and clearings

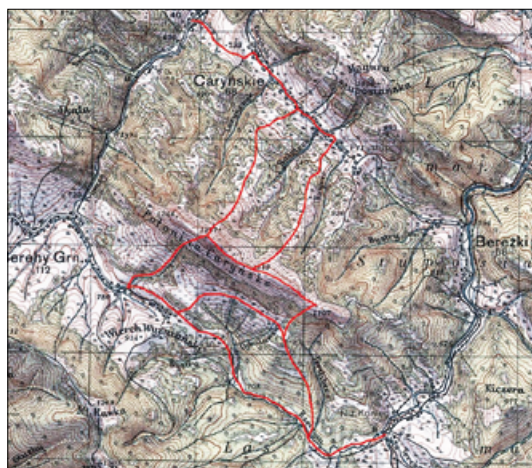


Fig. 4. Ski trails in the range of Potonina Caryńska.  
Source: WIG Dźwiniacz Górny Map, Strip 52, Column 35, 1937.



Fig. 5. Ski trails in the Potonina Wetlińska range.  
Source: WIG Dźwiniacz Górny map, Strip 52, Column 35, 1937.



Fig. 6. Ski routes in the Hyrlata range.  
Source: WIG Łupków map, Strip 52, Column 34, 1938.

## 10. Conclusion

The outlined issues of ski tourism in the Western Bieszczady Mountains in the 1930s demonstrate the extent of changes

taking place in the region at that time while also presenting a fragment of the history of Polish mountain tourism. At the beginning of the 1930s, the Western Bieszczady Mountains were not widely known as attractive to skiing tourists. It was only with the organisation of successive skiing trips that they were gradually discovered and

to the point 816 m. From the forest boundary, the descent proceeded westward along the fields to Solinka; Klemensiewicz, *Przewodnik narciarski*, pp. 104–105; *Mapa WIG Łupków, Pas 52, Stup 34, 1938.*

appreciated for their specificity, which included gentle slopes conducive to learning to ski and climatic conditions, that made it possible. The efforts of many skiing and tourist organisations brought tourists and skiers representing various social and professional groups to the region. The famous railway trips played a particularly important role, putting Sianki and Łupków on the map of the most important skiing centres in the Polish Carpathians. The distribution of accommodation facilities allowed mainly for the exploration of the Bieszczady Mountains in winter, with the biggest problem being the area separating the vicinity of Cisna and the foothills of the Połonina Caryńska range. Small shelters and ski lodging places were built in many towns, often organised in summer resorts and manor houses. Individual tourists traversing the snow-covered Bieszczady peaks and passes could use guides and very accurate WIG maps.

Further development of ski tourism in the Bieszczady Mountains planned for the next decade envisaged expanding and supplementing existing trails and tourist shelters. In the late 1930s, the Tourist Commission of the PZN began to develop a network of winter skiing trails running along the Polish section of the Carpathian arc, especially the winter trail leading along the Marshal Józef Piłsudski Main Carpathian Trail. In addition to the improved network of skiing trails, further investments were planned to expand accommodation infrastructure. Unfortunately, ambitious plans and initiatives were not realised, as with the outbreak of World War II, the raging conflict with the Ukrainian Insurgent Army, the deportation of the indigenous population, the depopulation and destruction of many towns and villages, and finally, the change of borders, the Western Bieszczady Mountains completely changed their character. ■

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## „Pasma przyszłości”: zarys historii rozwoju turystyki narciarskiej na terenie Bieszczadów Zachodnich w latach trzydziestych XX wieku

### Streszczenie

Bieszczady Zachodnie jeszcze na początku lat trzydziestych XX w. nie stanowiły popularnego terenu dla uprawiania narciarstwa. Jednak dzięki staraniom organizacji turystycznych i narciarskich podjęto wówczas próbę ich promocji jako miejsca atrakcyjnego dla turysty narciarza poprzez nawiązanie współpracy z koleją i oferowanie specjalnych zniżek dla narciarzy zrzeszonych m.in. w PZN, organizowanie wczasów i pobytów narciarskich. Wraz ze stopniową popularyzacją Bieszczadów zaczęły powstawać nowe miejsca noclegowe dla narciarzy, większe obiekty budowano i otwierano zazwyczaj przy liniach kolejowych, a mniejsze stacje turystyczne usytuowane poza głównymi ciągami komunikacyjnymi uzupełniały siatkę bieszczadzkich obiektów noclegowych.

Najważniejszym ośrodkiem narciarskim na terenie Bieszczadów Zachodnich były bez wątpienia Sianki, które dzięki dogodnemu położeniu przy linii kolejowej i rozwojowi infrastruktury noclegowej stały się centralnym punktem licznych imprez i wypraw narciarskich, m.in. na Halicz, Kińczyk Bukowski czy Opołonek. Turyści narciarze przemierzający szczyty i przełęcze bieszczadzkie musieli polegać na kilku mniejszych stacjach narciarskich zlokalizowanych w południowej części Bieszczadów. Zimową wędrowkę ułatwiały wydane pod koniec lat trzydziestych szczegółowe mapy WIG (Wojskowy Instytut Geograficzny), a także przeznaczony dla narciarzy gruntowny przewodnik autorstwa Zygmunta Klemensiewicza. ■

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