

PROPERTY NAME				Magic Mountain Ski Area				FIELD#		MAGIC-01									
STREET				FS 500/FS 515						RESTRICT		<input type="checkbox"/>							
CITY		Hansen		VICINITY		<input checked="" type="checkbox"/>		COUNTY CD		83		COUNTY NAME		Twin Falls					
SUBNAME				BLOCK				SUBLOT				ACRES		340					
TAX PARCEL				SC000000650				UTMZ		11		EASTING		723371					
								NORTHING		4674786									
TOWNSHIP		14		N_S		S		RANGE		18		E_W		E					
SECTION		24		SE		1/4, 1/4		SE		1/4									
QUADRANGLE						PIKE MOUNTAIN						OTHERMAP							
SANBORN MAP								SANBORN MAP#								PHOTO#		Digital	

ASSOCIATED FEATURES	24 ski runs, 6 ski lifts, 6 buildings, 1 parking area	TOTAL # FEATURES	37
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NR REF #		NPS CERT		ACTIONDATE		FUTURE ELIG DATE	
DIST/MPLNAME1				DIST/MPLNAME2			

CRITERIA A ☒ B ☐ C ☐ D ☐ CRITERIA CONSIDERATION A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐

AREA OF SIGNIF	Entertainment/Recreation	AREA OF SIGNIF	Architecture
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COMMENTS	Please see continuation sheets below for elaborated property description, history, significance, and eligibility.
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PROJ/RPT TITLE	Minidoka Ranger District Survey	SVY DATE	8/3/2016	SVY LEVEL	Intensive
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RECORDED BY	Kerry Davis, PSLLC	PH	816-225-5605	ADDRESS	1007 E. Jefferson Street, Boise, ID 83712
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SUBMITTED PHOTOS ☒ NEGS ☐ SLIDES ☐ SKETCH MAP ☒

SVY RPT # ***** FOR ISHPO USE ONLY ***** IHSI# MAGIC-01

MS RPT # SITS#

IHPR # HABS NO. ID- HAER NO. ID- REV#

CS #		IHSI# REF		NR REF# 2		REV# REF		RI	SI	IH
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SVY RPT# 1 SVY RPT# 2 SVY RPT# 3 MS RPT# 1 MS RPT# 2 #V #S #SI

ADD'L NOTES	USFS Site #: SW-2291; Project # SW-17-2966. Earlier (1979) USFS Site #s include: SW-313; SW-365. Also T14S, R18E, Section 25 N1/2 AND T14S, R19E, Section 19 SW SW AND Section 30 NW NW. The ski lodge was given a Smithsonian number (10TF448) with some archaeological study done in 2015.
MORE DATA <input checked="" type="checkbox"/>	Partially in Cassia County, was well. Additional parcel #RP14S18E240000. ADDITIONAL PREPARER: Sarah J. Martin, Principal/Architectural Historian at SJM Cultural Resource Services (Seattle, WA)
ATTACH <input checked="" type="checkbox"/>	completed research and history narrative development for this project.

# OF PHOTOS		NEGBOX#		# OF SLIDES		SHPO DETER		DETER DATE	
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INITIALED		ENTRY DATE		REVISE		REVISE		REVISE	
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IHS# _____

SITS# _____

REV# _____

PROPERTY NAME	Magic Mountain Ski Area	IHSI#	MAGIC-01
FIELD#	MAGIC-01	COUNTY NAME	Twin Falls
OTHER NAME	Rock Creek Winter Sports Area		
COUNTY CD	83	CITY	Hansen
		VICINITY	<input checked="" type="checkbox"/>
UTM REF2	11/724968/4674642	UTM REF3	11/724909/4673756
		UTM REF4	11/723341/4673657

OTHER MATERIAL2		CULTAFFIL		AGENCYCERT	Local
SIGNIFDATE		SIGNIFPERIOD		SIGNIFPERSON	
ARCH/BUILD	Oswald, F.C., Curtiss, H.L. (landscape architects)		ARCHPLANS	<input type="checkbox"/>	TAXEASE <input type="checkbox"/> TAXCERT <input type="checkbox"/>
OWNERSHIP	Public-Federal	PROPOWN	USFS (landowner); Permittee (owner of improvements): Gary Miller c/o Magic Mountain Ski Area PO Box 1241, Twin Falls, ID 83303		
MORE DATA	<input checked="" type="checkbox"/>	ATTACH	<input checked="" type="checkbox"/>		

DOCSOURCE	Twin Falls Co. Assessor; Sawtooth NF records
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ADD'L NOTES	USFS Site #: SW-2291; Project # SW-17-2966. Earlier (1979) USFS Site #s include: SW-313; SW-365. Also T14S, R18E, Section 25 N1/2 AND T14S, R19E, Section 19 SW SW AND Section 30 NW NW. The ski lodge was given a Smithsonian number (10TF448) with some archaeological study done in 2015. Partially in Cassia County, was well. Additional parcel #RP14S18E240000. ADDITIONAL PREPARER: Sarah J. Martin, Principal/Architectural Historian at SJM Cultural Resource Services (Seattle, WA) completed research and history narrative development for this project.
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COMMENTS	Please see continuation sheets below for elaborated property description, history, significance, and eligibiity.
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PHOTO LOG ☐ IHSI# REF INITIALED DATEENTERED

IHS# _____
 STS# _____
 REV# _____

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
FIELD# COUNTY NAME

COMMENTS:

Please see continuation sheets below for elaborated property description, history, significance, and eligibiity.

ATTACH ☒

IHSI#	_____
SITS#	_____
REV#	_____

ARCHITECTURAL DESCRIPTION

Location, Setting, Landscape

The National Register of Historic Places (NRHP)-eligible Magic Mountain Ski Area comprises approximately 320 acres within the larger Magic Mountain special use permit area spanning approximately 340 acres in what is regionally referred to as the South Hills. At the south edge of Snake River valley, Magic Mountain Ski Area is in the Cassia Division of the Minidoka Ranger District in Sawtooth National Forest approximately thirty miles south of I-84 at exit 182, twenty-seven miles south of Hansen, Twin Falls County, Idaho, on N 3800 E road, also known as Rock Creek Road (FS515). The ski area extends across both the westerly slopes of Pike Mountain (7,710') and easterly slopes of what is referred to as Magic Mountain. The two, opposing slope faces flank Rock Creek Road, which generally follows the path of the Middle Fork Rock Creek through Rock Creek Canyon.

The NRHP-eligible area (henceforth referred to as the District) corresponds to the 1973 permit area boundaries (Figure 1). The current permit area encompasses an additional twenty acres of as yet undeveloped area. All existing development (i.e. runs, buildings, lifts, and so forth) are within the District. The Magic Mountain Ski Area elements currently under operation include about twenty ski runs, a terrain park, a 120' conveyor surface lift, a tubing hill with surface handle-tow lift, and a chair lift providing a vertical drop of about 630 feet. In addition, a variety of historic runs, lifts, and buildings are no longer in operation. Though some reports have been done on the site and in the vicinity, no previous architectural inventory is on record at Idaho SHPO.

The original landscape design dates to a February 1941 plan by USFS landscape architect Francis C. Oswald under the oversight of USFS landscape architect H.L. Curtiss (see brief bios below). The original design (Photo 93) was essentially fulfilled with only a few exceptions: an extension of the parking lot system upslope from the existing Day Lodge (#31) and five associated day-use shelters were never constructed; and eight outdoor picnic stoves and tables never materialized (or were removed early on, as they do not appear in any subsequent primary source documentation).

The NRHP-eligible Magic Mountain Ski Area spans an elevation range of approximately 6,712 feet (at the Day Lodge) to about 7,358 feet and is characterized by its network of ski runs cleared from stands of mature lodgepole pine, aspen, and/or sagebrush. The NRHP-eligible District includes thirty-seven (37) resources, comprised of:

- eighteen (18) contributing sites
- five (5) contributing buildings
- five (5) contributing structure
- six (6) noncontributing sites
- one (1) noncontributing buildings
- two (2) noncontributing structures

The twenty-eight (28) contributing resources include sites, buildings, and structures constructed between c.1941 and c.1970. Of the nine (9) noncontributing resources three date to within the period of significance, but have lost integrity (#15, #17, #19) and six (6) date to outside the period of significance. With only nine (9) noncontributing resources, over 76 percent of the resources contribute to the significance of the ski area District. The noncontributing resources do not significantly impact the overall visual and functional cohesiveness of the historic ski area. The ski area continues to clearly communicate its historic winter recreational setting and landscape.

Within the District boundaries, the Magic Mountain Ski Area retains its representative historic winter recreational resources and characteristic slopes and ridges. The area's location, topography, setting, and the spatial organization of its resources reflect the mid-twentieth century ascension of skiing as a winter recreational activity. All of the extant resources served either a recreational function or directly supported the recreational use of the ski area. The resources range from ski trail sites, chairlift structures, supporting buildings, and parking area system. As a contiguous grouping of mid-twentieth century resources that historically operated in concert to create a recreational experience, the District retains its historic integrity and continues to communicate information about its historic development as one of Idaho's earliest ski areas, and its associations with significant patterns of events in recreational history and the development

of the Minidoka Ranger District of the Sawtooth National Forest.

Per NRHP guidelines, the Magic Mountain Ski Area is most appropriately documented as a Historic District comprised of buildings, structures, and sites forming a Designed Historic Landscape,¹ and as the location of a pattern of locally significant events.

Boundary

The historic District boundary encompasses all of the historically significant features at Magic Mountain Ski Area and does not extend beyond the 1973 permit boundary. Where applicable, the boundary includes a 50' to 100' buffer of trees and brush to maintain the character-defining vegetation forming the edges of ski runs.

The NRHP-eligible District boundaries form two irregular polygonal areas abutting Rock Creek Road (FS515) to both the east and west. The District boundaries are downslope to the west of the peak of Pike Mountain, to the south of Penstemon Campground, and just north of the Rock Creek Guard Station and Pettit Campground.

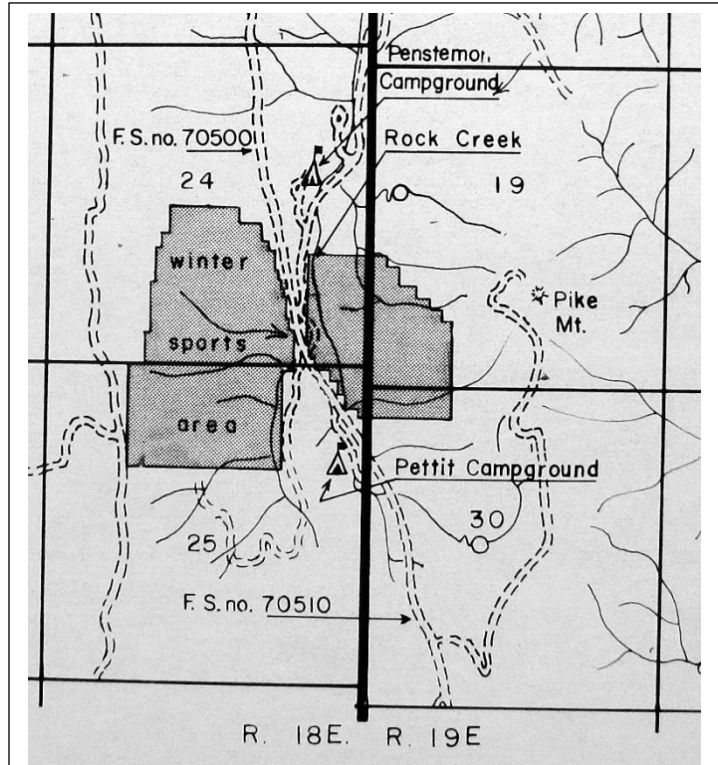


Figure 1: 1973 Permit Area

Resource Inventory

The following list provides information specific to each resource located within the District, grouped by resource type and in then in order by chronological date of construction and geographic location.

Clarification Notes

Names: It should be noted that ski run names were not consistent over time; a common occurrence at ski areas as they changed hands and run alignments and marketing thereof evolved over time. Per NRHP guidance for naming of historic resources and for the purposes of this report, the original, earliest documented names of a run are used, with later names referenced. At Magic Mountain, some earlier run names were reassigned to different run sites and as such, the reader is cautioned against confusing present-day run names with original names associated with a particular run site.

Additionally, it should be noted that until the 1960s the ski area was often referred to as either Rock Creek or Magic Mountain winter sports area/ski area. The interchangeable use of the names typically occurred only in USFS records, maps, correspondence, and so forth.

Locations: Primary sources suggest the original Rock Creek Ski Area was located about eight miles north down the canyon from present-day Magic Mountain Ski Area. A 1938-1939 USFS winter sports guide describes Rock Creek Winter Sports Area as just nineteen miles south of Hansen; present-day Magic Mountain Ski Area is twenty-seven miles south of Hansen. Oral history interviews with Phil Jones, son of original ski area developer/operator, Claude Jones and longtime user of Magic Mountain Ski Area during

¹ Review of NRHP Bulletins 18 and 30 for Designed Historic Landscapes and Rural Historic Landscapes indicates parks and recreation areas are better suited for the Designed Historic Landscape evaluation methodology. The Rural Historic Landscape category is better suited for those landscapes reflecting "day-to-day occupational activities" and that have "developed and evolved in response to both the forces of nature and the pragmatic need to make a living."

its early years, corroborated this relocation early on, which would put the original ski area at present-day Steer Basin Campground.²

Dates: Subsequent sources suggest that while the initial area may have temporarily been further north, the present-day site was staked out, developed, and in use by the end of 1940. Despite this likely relocation early on, which was not uncommon for early ski areas (see Pomerelle Ski Area), local history sources consider 1938 the opening year of Magic Mountain Ski Area operations, even though they apparently started at a different location.

SKI TRAILS³

01. Claude's Run

Eligibility: Contributing Site

Date of Construction: c.1941

Photograph Number(s): 7, 8, 15, 16; **Historic Photo(s):** 93, 98, 99, 103, 105, 108, 122, 131, 132

Description: This expert trail drops 358 feet from 7,122 feet elevation to 6,764 feet at an average 36 percent grade. At an average of 80 feet wide and about 998 feet in length, it spans about 1.8 acres. This relatively narrow and steep slope is at the north end of the present-day ski area boundary. It begins at the base of Bottleneck (#4) and travels generally parallel to the south of the Constam T-Bar Lift (#25) along a west-to-east alignment before ending at the base of the Constam T-Bar Lift and just across Rock Creek Road (FS515) from the Day Lodge (#31). A mixture of conifers, open ground scattered with sage, and aspens line the edges of the slope.

History: This is the site of one of the earliest runs, which were cleared in 1940 and accessed by a shuttle tow. Though it may date to 1940, because that cannot be corroborated with certainty the construction date is given as c.1941. It appears on the February 1941 USFS landscape plan of the ski area with the notation "Advanced Run" and showing sections of lodgepole pine, aspen, and sage brush as "to be cleared," as well as with the specific notation that it and all other runs shown were flagged on site by Alf Engen in July 1940. According to Phil Jones, though present, this run was not commonly used due to a small uphill section toward the bottom that hindered a skier's speed, and thus did not historically have a given name as it wasn't the best fall line. The 1973 USFS landscape plan shows the run, but with no name given. The 1977 through 1983 ski trail maps show this run in the 'closed area.' It has since been revived and is now known as Claude's Run.

Significance & Eligibility: As one of the first, if not the first, areas cleared at the current ski area site, this run represents the earliest development efforts at Magic Mountain Ski Area. Its appearance in various photographs and trail maps over time show it retains sufficient integrity to clearly convey its historic associations with the recreational development of Magic Mountain. The slope would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

02. Novice

Eligibility: Contributing Site

Date of Construction: c.1941

Photograph Number(s): 10; **Historic Photo(s):** 9, 93, 98, 99, 103, 105, 108

Description: This trail drops 581 feet from 7,329 feet elevation to 6,748 feet at an average 16 percent grade. At an average of 40 to 45 feet wide and about 3,595 feet in length, it spans about 3.5 acres. This curvilinear trail sweeps north-northeast from the top of the Constam T-Bar Lift (#25) before descending southeast toward Rock Creek Road (FS515), where it ends at the base station of the Constam T-Bar Lift, traveling between dense walls of conifers for much of its length. Having not been in use since at the mid-1970s, the trail is overgrown, but still ascertainable in aerial views. (Currently outside the skiable area, this run was not accessible at the time of field survey.)

History: This is one of the earliest runs at Magic Mountain. It appears on the February 1941 USFS landscape plan of the ski area with the listing "Novice Run" with sections of aspen, sage brush, and lodgepole pine indicated as "to be cleared," as well as with the specific notation that it and all other

² Bill Lash, early and longtime ski instructor at Magic Mountain indicated the first location was in Magpie Basin, about 1.3 miles south of Steer Basin Campground.

³ Run measurements taken from a combination of the 2018 draft master plan and GoogleEarth.

runs shown were flagged on site by Alf Engen in July 1940. The 1973 USFS landscape plan shows the run with the name Novice. At some point between 1973 and 1977 its use was discontinued. The 1977 through 1983 ski trail maps show this run in the 'closed area.' It is currently outside the ski area boundary and is not used.

Significance & Eligibility: This run reflects the earliest develop period at Magic Mountain. Though integrity has been hindered by overgrowth causing some narrowing of the trail, its appearance in various photographs, plans, and trail maps over time show it retains sufficient integrity to convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

03. Nose Dive

Eligibility: Contributing Site

Date of Construction: c.1941; 1947

Photograph Number(s): 9-12; **Historic Photo(s):** 93, 98, 99, 103, 105, 108, 132

Description: This expert trail drops 565 feet from 7,342 feet elevation to 6,777 feet at an average 28 percent grade. At an average of about 50 feet wide and 1,991 feet in length, it spans 2.3 acres. The trail travels a steep, curvilinear path, starting at the top of the Constam T-Bar Lift (#25) and ending at the base station. A mixture of open land with scattered sage brush, conifers, and aspens form the run's edges. Having not been in use since the mid-1970s, the trail is overgrown, but still ascertainable in aerial views. (Currently outside the skiable area, this run was not accessible at the time of field survey.)

History: This run appears on the 1941 USFS landscape plan with the notation "Intermediate Run" with sections of aspen, sage brush, and lodgepole pine indicated as "to be cleared," as well as with the specific notation that it and all other runs shown were flagged on site by Alf Engen in July 1940. By 1947, it was known as Nose Dive, at which time it was extended 800 feet. The 1973 USFS landscape plan gives the run the name "Nose Dive." At some point between 1973 and 1977 its use was discontinued. The 1977 through 1983 ski trail maps show this run in the 'closed area.' It is currently outside the ski area boundary and is not used.

Significance & Eligibility: This run reflects the earliest develop period at Magic Mountain. Though integrity has been hindered by overgrowth in some sections causing narrowing of the trail, its appearance in various photographs, plans, and trail maps over time show it retains sufficient integrity to convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

04. Bottleneck

Eligibility: Contributing Site

Date of Construction: c.1941

Photograph Number(s): 13, 14, 108C; **Historic Photo(s):** 13, 93, 98, 99, 103, 105, 108

Description: This upslope collector and access trail starts at the top of the Constam T-Bar Lift (#25) and quickly drops 147 feet from 7,348 feet elevation to 7,201 feet at an average 21 percent grade. Originally named Bottleneck, it is not currently assigned a separate name. At an average of 70 feet wide and 697 feet in length, it spans about 1.1 acres. The trail travels a relatively straight path southeast from the top of the Constam T-Bar Lift into the top of Claude's Run (#1), Upper Face-Lower Face (#5), and South Slope-Gulch (#6).

History: This run appears unnamed on the February 1941 USFS landscape plan as passing through lodgepole pine "to be cleared" as an upslope access to other downslope runs. The plan also has the specific notation that this run and all other runs shown were flagged on site by Alf Engen in July 1940. The 1973 USFS landscape plan gives the run the name "Bottleneck." Currently this run has no separate name. It accesses the top of Claude's Run (#1), Upper Face-Lower Face (#5), and South Slope-Gulch run (#6).

Significance & Eligibility: Though some overgrowth has narrowed this trail, its appearance in various photographs, plans, and trail maps over time show it retains sufficient integrity to convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

- 05. Upper Face-Lower Face (aka Spell)** *Eligibility:* Contributing Site
Date of Construction: c.1941
Photograph Number(s): 8, 15, 16, 30, 108C
Historic Photo(s): 93, 98, 99, 103, 105, 107, 108, 108A, 122, 131
Description: This combination intermediate-expert trail drops 352 feet from about 7,115 feet elevation to 6,766 feet at an average 33 percent grade. At an average of 85 feet wide and 1,057 feet in length, it spans about 2.1 acres. The trail starts at the base of Bottleneck (#4) and descends in a relatively straight, easterly path to its end at the base station of the Constam T-Bar Lift (#25), traveling between alternating sections of dense aspens and open ground scattered with sage brush.
History: This run appears on the February 1941 USFS landscape plan with the notation “Slalom Course” with sections of aspen and sage brush indicated as “to be cleared,” as well as with the specific notation that it and all other runs shown were flagged on site by Alf Engen in July 1940. The 1973 USFS landscape plan shows the run with the notations “Upper Face” and “Lower Face” on its upper and lower portions respectively. Ski trail maps from the late 1970s and early 1980s list it as Spell. Recent renaming of runs has resulted in part of this historic run now overlapping with parts of runs currently named Spell and Merlin.
Significance & Eligibility: This ski run site’s appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.
- 06. South Slope-Gulch (aka Sorcerer)** *Eligibility:* Contributing Site
Date of Construction: c.1941; c.1965
Photograph Number(s): 16-18, 108C
Historic Photo(s): 93, 98, 99, 103, 105, 107, 108, 108A, 122
Description: This intermediate trail drops 357 feet from about 7,100 feet elevation to 6,743 feet at an average 23 percent grade. At an average width of 75 feet and approximately 1,530 feet in length, it spans about 2.6 acres. The trail travels its original arced path downslope from the base of Bottleneck (#4) to the main base area just west of Rock Creek Road (FS515), traveling between sections of conifer, open sage brush, and dense aspens.
History: This run appears on the February 1941 USFS landscape plan with the notation “Advanced Course” with sections of aspen, lodgepole pine, and sage brush indicated as “to be cleared,” as well as with the specific notation that it and all other runs shown were flagged on site by Alf Engen in July 1940. The 1966 ski area map shows a newly added, steep, unnamed top slope access (coinciding with present-day Broomstick); the route of this upper section is shown as a “proposed trail” on the 1941 USFS landscape plan, which indicates it was to be four feet in-width. The 1973 USFS landscape plan shows the run with two separate names South Slope (upper section) and Gulch (lower section). By 1978, it was known as Sorcerer. Recent renaming of runs has resulted in the historic run path having parts separately now known as Broomstick, Sorcerer, Spell, and Scary Face.
Significance & Eligibility: This ski run site’s appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.
- 07. Magic Bowl** *Eligibility:* Contributing Site
Date of Construction: c.1941
Photograph Number(s): 19, 20, 108C
Historic Photo(s): 93, 98, 99, 103, 105, 107, 108, 108A, 123, 133
Description: This intermediate trail drops 261 feet from 7,174 feet elevation to 6,913 feet at an average 25 percent grade. At an average 245 feet wide and 950 feet in length, it spans about 5.3 acres. The trail is a relatively open path along a near-straight alignment east-northeast and generally parallel to the north of the Double Chairlift (#28). It starts off of Elk Basin Trail (#8) and ends at the main base area just west of Rock Creek Road (FS515), traveling between a mixture of conifer, open sage brush, and dense aspens.

History: This run appears on the February 1941 USFS landscape plan with the notation “Downhill Run” with sections of lodgepole pine, aspen, and sage brush indicated as “to be cleared,” as well as with the specific notation that it and all other runs shown were flagged on site by Alf Engen in July 1940. The 1973 USFS landscape plan shows the run with the name Magic Bowl. The 1977 through 1983 ski trail maps show it with various, unnamed upslope access lines. Still known as Magic Bowl today, recent renaming of runs has given upper access lines the separate names of Abracadabra, Cauldron, and Excalibur, all of which are short, steep, expert runs.

Significance & Eligibility: This ski run site’s appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

08. Elk Basin Trail

Eligibility: Contributing Site

Date of Construction: c.1965; c.1970

Photograph Number(s): 21, 22, 108C; **Historic Photo(s):** 93, 99, 107, 108A

Description: This ridge-edge trail is about 25 feet wide and 2,168 feet in length, spanning 1.2 acres. Staying at an elevation between 7,350 and 7,300 feet, the trail travels a narrow path between the summit stations of the Constam T-Bar Lift (#25) and the Double Chairlift (#28). Conifers and sage brush form the edges of this trail.

History: This top-slope connector run appears on the February 1941 USFS landscape plan as unnamed and passing through sections of lodgepole pine and sage brush indicated as “to be cleared,” as well as with the specific notation that it and all other runs shown were flagged on site by Alf Engen in July 1940. It may date to as early as the 1940s, however primary resources could not corroborate this, hence the c.1965 date given. Connecting the top of the Constam T-Bar Lift (#25) with the top of Magic Bowl (#7), it appears on the 1966 landscape plan. It was extended about 700 feet south to connect with the summit station of the Double Chair Lift (#28) around the time of the lift’s construction. Current ski trail maps refer to it as Elk Basin Trail.

Significance & Eligibility: This ski run site’s appearance in various photographs, plans, and trail maps over time show it retains integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

09. School Slopes (aka Face; North Face; Open Sesame)

Eligibility: Contributing Site

Date of Construction: c.1941

Photograph Number(s): 1, 2, 3, 23, 24

Historic Photo(s): 93, 98, 99, 103, 105, 107, 108A, 110, 122, 123, 133, 135, 144, 148

Description: This beginner-intermediate trail drops 363 feet from 7,154 feet elevation to 6,791 feet at an average 24 percent grade. At an average width of 582 feet and 1,478 feet in length, it spans 19.7 acres. This ski slope travels its original broad straight path across open land and bounded by copses of aspen. It starts at the summit station of the Poma Platter Surface Lift (#26) and ends at the lift’s base station.

History: This run appears as a wide, open area on the February 1941 USFS landscape plan with the notation “School Slopes,” as well as with the specific notation that it and all other runs shown were flagged on site by Alf Engen in July 1940. With no trees or brush indicated as “to be cleared” on the 1941 landscape plan, and it being documented that skiing was happening at Magic Mountain in 1940, it is likely this run was already in use at the time of the 1941 landscape plan and is one of the earliest runs in the District. The 1966 landscape plan shows the run with the name School Slopes. The 1966 plan also shows a rope tow up the center-north of the run, with a “F.S. Barn” at the base; neither of these are extant (Note: the original 1941 landscape plan called for a portable rope tow on this run, and it is known that the surface tows were often relocated and/or reconstructed to meet skier demand and as equipment was upgraded. As such, it is very likely that is what happened to the rope tows that appear on this run off and on over time). The 1973 USFS landscape plan shows it with two separately named runs across it: “Face” and “North Face.” The late 1970s and early 1980s ski trail maps refer to it as one large area known as Open Sesame. At some point after 1983, this run, along with the adjacent Poma Platter Surface Lift (#26), Middle Fork (#10), and Back Bowl (#11), were discontinued. This area is not in use today.

Significance & Eligibility: This ski run site's appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

10. **Middle Fork (aka Hocus)**

Eligibility: Contributing Site

Date of Construction: c.1970

Photograph Number(s): 1, 25, 26; **Historic Photo(s):** 98, 99, 103, 105, 107, 108A

Description: This intermediate trail drops 385 feet from 7,182 feet elevation to 6,797 feet at an average 25 percent grade. At an average of 75 feet wide and 1,742 feet in length, it spans about 3 acres. The trail travels its original relatively straight path through dense stands of both aspen and conifers. It starts at the summit station of the Poma Platter Surface Lift (#26) and ends at the Poma Tow's base station.

History: This run first appears on the 1966 plan with no name. At the same time, it does not appear on a 1966 aerial. The 1973 USFS landscape plan shows it with the name Middle Fork. The late 1970s and early 1980s ski trail maps refer to it Hocus. At some point after 1983, this run, along with the Poma Platter Surface Lift and adjacent runs (School Slopes (#9), Back Bowl (#11)), were discontinued. This area is not in use today.

Significance & Eligibility: This ski run site's appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

11. **Back Bowl (aka Pocus)**

Eligibility: Contributing Site

Date of Construction: c.1965

Photograph Number(s): 1, 27, 28; **Historic Photo(s):** 98, 103, 105, 107, 108A

Description: This beginner trail drops 420 feet from 7,201 feet elevation to 6,781 feet at an average 16 percent grade. At an average of 75 feet wide and 2,640 feet in length, it spans 4.5 acres. The trail travels its original arced path through a mixture of dense stands of both aspen and conifers. It starts at the summit station of the Poma Platter Surface Lift (#26) and ends at the lift's base station.

History: This run is not shown on the 1941 nor the 1966 USFS landscape plans of the ski area. However, it appears clearly on a 1966 aerial. Starting at the top of the Poma Platter Surface Lift (#26), it was likely introduced at the time of the lift's construction in 1965. The run appears on the 1973 USFS landscape plan, where it is shown with the name Back Bowl. The late 1970s and early 1980s ski trail maps refer to it as Pocus. At some point after 1983, this run, along with the Poma Platter Surface Lift (#26) and adjacent runs (School Slopes (#9), Middle Fork (#10)), were discontinued. This area is not in use today.

Significance & Eligibility: This ski run site's appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

12. **Little Dipper**

Eligibility: Contributing Site

Date of Construction: c.1966

Photograph Number(s): 29, 30, 108C; **Historic Photo(s):** 93, 98, 103, 105, 108

Description: This short, beginner trail drops 56 feet from 7,021 feet elevation to 6,965 feet at an average 20 percent grade. At an average 35 feet wide and 283 feet in length, it spans about 0.23 acres. This short, narrow trail travels between a dense wall of aspens between South Slope-Gulch (#6) and Upper Face-Lower Face (#5).

History: This path is shown as a "proposed trail" on the 1941 USFS landscape plan, which indicates it was to be four feet in-width. Though not historically named as a separate ski run, this trail appears on both the 1966 and 1973 USFS landscape plans as a pass through between dense stands of aspen. Only recently has it received the separate run name of Little Dipper.

Significance & Eligibility: This ski run site's appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic

associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

13. **Big Dipper** *Eligibility:* Contributing Site
Date of Construction: c.1970
Photograph Number(s): 30, 108C; *Historic Photo(s):* 103, 105, 108
Description: This intermediate trail drops 60 feet from 6,990 feet elevation to 6,931 feet at an average 20 percent grade. At an average 60 feet wide and 306 feet in length, it spans about 0.42 acres. This short trail travels between a dense wall of aspens between South Slope-Gulch (#6) and Upper Face-Lower Face (#5).
History: Though not historically named as a separate ski run, this trail appears on the 1973 USFS landscape plans as a pass through between dense stands of aspen. Only recently has it received the separate run name of Big Dipper.
Significance & Eligibility: This ski run site's appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.
14. **Ridge** *Eligibility:* Contributing Site
Date of Construction: c.1970
Photograph Number(s): 31, 32, 108C; *Historic Photo(s):* 105, 107, 108, 108A
Description: This expert trail drops 192 feet from 7,270 feet elevation to 7,078 feet at an average 38 percent grade, traveling about 500 feet in length. The short, steep trail travels a relatively straight path across open, rocky ground before ending into Potion (#24), where dense stands of conifers form the edges.
History: This run first appears on the 1973 USFS landscape plan, which shows it with the name Ridge. The late 1970s and early 1980s ski trail maps include it as part of the unnamed network of upslope runs comprising Magic Bowl (#7). Recent renaming of runs has given this short, steep trail the name of Sorcerer.
Significance & Eligibility: This ski run site's appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.
15. **New Novice** *Eligibility:* Noncontributing Site
Date of Construction: c.1970
Photograph Number(s): 9,10; *Historic Photo(s):* 103, 105, 108
Description: This trail is overgrown with a mixture of aspen, conifers, and brush. Based on the 1973 landscape plan and aerial photos, the trail started toward the northwest edge of Novice (#2) and cut east through the trees where it rejoined Novice just above the end of Nosedive (#3). When it was passable, it dropped 131 feet from 7,067 feet elevation to 6,936 feet at an average 15 percent grade across its 900 feet length. (Currently outside the skiable area, this run was not accessible at the time of field survey.)
History: This path is shown as a "proposed trail" on the 1941 USFS landscape plan, which indicates it was to be four feet in-width. The 1966 USFS landscape plan does not show this run, suggesting it either had not yet been cut, or was too narrow or small to be considered an official run. This run first appears in a c.1970 aerial and on the 1973 USFS landscape plan, which shows it with the name New Novice. At some point between 1973 and 1977 its use was discontinued. A 1978 aerial photo clearly shows the run still in place. The 1977 through 1983 ski trail maps show this run in the 'closed area.' It is currently outside the ski area boundary and is not used.
Significance & Eligibility: Overgrowth has taken over this trail and it is no longer clearly ascertainable from aerial view and barely so on the ground. If the run were cleared to its alignment and appearance as shown in various plans and aerial photos over time, it could be reconsidered for potential NRHP eligibility.

16. **Lift Line** **Eligibility:** Contributing Site
Date of Construction: 1970
Photograph Number(s): 35-37, 40, 42, 49, 108C; **Historic Photo(s):** 103, 105, 107, 108, 108A
Description: This intermediate trail drops 401 feet from 7,230 feet elevation to 6,829 feet at an average 45 percent grade. At 75 feet wide and 1,531 feet in length, it spans about 2.64 acres. The trail travels the original straight cut made for the chairlift. It starts at the summit station and ends at the base station of the existing Double Chairlift (#28), traveling between dense sections of conifers.
History: Created directly below the Double Chairlift (#28) at the time of its construction, this run appears on the 1973 USFS landscape plan with no name given. The 1970s and 1980s ski trail maps also show it unnamed. Recent renaming of runs has resulted in it receiving two separate names and skills categorizations: Upper Lift Line (expert) and Lower Lift Line (Intermediate).
Significance & Eligibility: This ski run's appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.
17. **Short Swing (aka Tricky)** **Eligibility:** Noncontributing Site
Date of Construction: c.1970; c.1985
Photograph Number(s): 37, 38, 40-42, 49, 108C; **Historic Photo(s):** 105, 107, 108, 108A
Description: This expert trail drops 234 feet from 7,258 feet elevation to 7,024 feet at an average 52 percent grade. At 145 feet wide and 633 feet in length, it spans about 2.1 acres. The trail travels its original straight, wide path through sage brush and sections of dense conifers. It starts at the summit station of the Double Chairlift (#28) and ends into Wizard (#22) where Wizard curves into its final descent. The current trail site reflects a nonhistoric realignment.
History: This run was realigned and the original alignment abandoned at some point in the 1980s. It no longer follows its original path, which was cleared around the time of the construction of the Double Chairlift. Its original alignment appears on the 1973 USFS landscape plan, which shows it with the name given as Short Swing. The late 1970s and early 1980s ski trail maps list it as Tricky. The original run still appears in a 1978 aerial photo. Current aerial views show the original alignment overgrown and the new alignment following a much straighter, southwest-northeast path to the north.
Significance & Eligibility: This run no longer follows its original alignment, where overgrowth has taken over the site and it is no longer clearly ascertainable from aerial view and barely so on the ground. If the original run alignment were cleared to its alignment and appearance as shown in various plans and aerial photos over time, it could be reconsidered for potential NRHP eligibility.
18. **Valley (aka Lucky Piece)** **Eligibility:** Contributing Site
Date of Construction: c.1970
Photograph Number(s): 37, 39, 40, 49, 108C; **Historic Photo(s):** 103, 105, 107, 108, 108A
Description: This expert trail drops 463 feet from 7,118 feet elevation to 6,655 feet at an average 20 percent grade. At an average of 120 feet wide and 950 feet in length, it spans about 2.6 acres. The trail travels its original arced path through sections of mature conifers, past copses of aspens, and over open sagebrush. It starts at the bottom of Short Swing (#17), where Short Swing dumps into Wizard (#22), and from there it swings north under the lift, where it meets the bottom of Magic Bowl (#7), curves northeast, and ends at the base station of the existing Double Chairlift (#28).
History: This run is not separately indicated on the 1941 nor the 1966 USFS landscape plans of the ski area plan. Starting atop the Double Chairlift (#28), it likely went in at the time of the lift's construction. It first appears on the 1973 USFS landscape plan, which shows it with the name Valley and also as aligned with what was a service road created as part of the construction of the Double Chairlift. The late 1970s and early 1980s ski trail maps list it as Lucky Piece, which it is still known as today. It appears in a 1978 aerial photo much as it does today.
Significance & Eligibility: This ski run's appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

19. **I-15 (aka Witch)** **Eligibility:** Noncontributing Site
Date of Construction: c.1970
Photograph Number(s): 41, 42, 108C; **Historic Photo(s):** 105, 107, 108, 108A
Description: This trail is overgrown with brush and trees. Review of the 1973 landscape plan and a 1978 aerial photo shows this expert trail dropped about 170 feet from 7,270 feet elevation to about 7,100 feet at an average 50 percent grade along its approximately 332 feet length. The short, steep, relatively straight trail started at the beginning of Cattrack (#20), just below the Double Chairlift (#28) summit station, and ended into what is now an upper part of Wizard (#22), traveling between dense walls of conifers.
History: This run is not separately indicated on the 1941 nor the 1966 USFS landscape plans of the ski area plan. Starting atop the Double Chairlift (#28), it likely went in at the time of the lift's construction. This short run first appears on the 1973 USFS landscape plan, which lists it as "I-15." The late 1970s and early 1980s ski trail maps list it as Witch, which it is still known as today. It appears in a 1978 aerial photo much as it does today.
Significance & Eligibility: Though shown on the 2017 trail map, overgrowth has taken over this trail and it is no longer clearly ascertainable from aerial view and barely so on the ground. If the run were cleared to its alignment and appearance as shown in various plans and aerial photos over time, it could be reconsidered for potential NRHP eligibility.
20. **Cattrack** **Eligibility:** Contributing Site
Date of Construction: 1970
Photograph Number(s): 43, 44, 108C; **Historic Photo(s):** 105, 107, 108, 108A
Description: This intermediate trail drops 116 feet from 7,282 feet elevation to 7,166 feet at an average 18 percent grade. At about 20 feet wide and 626 feet in length, it spans about 0.29 acres. The trail travels its original shallow S-curve path over generally open land and through sage brush. It starts just below the Double Chairlift (#28) summit station, travels north under the lift, and ends into the top of Magic Bowl (#7).
History: Beginning atop the Double Chairlift, this path was originally cut to allow vehicular access during the construction of the Chairlift. The run appears on the 1973 USFS landscape plan as a work road. The late 1970s and early 1980s ski trail maps show the run unnamed. It appears in a 1978 aerial photo much as it does today. Recent renaming of runs has resulted in this path being named Cattrack.
Significance & Eligibility: This ski run's appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.
21. **Magic Carpet Run** **Eligibility:** Contributing Site
Date of Construction: c.1969
Photograph Number(s): 3, 45, 46, 108C; **Historic Photo(s):** 103, 107, 108, 108A
Description: This beginner trail drops about 30 feet from 6,767 feet elevation to 6,737 feet at an average 10 to 15 percent grade. At an average 150 feet wide and 180 feet in length, it spans about 0.6 acres. It is a relatively short, broad swath of open space forming a generally rectangular, gently sloping area. Lined with a wall of conifers and aspens to the north, east, and south, it ends just west of the Rock Creek Road (FS515) and across from the Day Lodge (#31).
History: This location is shown as solid aspens on the 1941 USFS landscape plan. The 1966 ski area map and an aerial view from the same year both show the site as simply the base for several runs – Magic Bowl (#7), South Slope-Gulch (#6), Upper-Face-Lower Face (#5), and Claude's Run (#1) – and not a separately maintained run site, per se. This wide-open run was initially introduced when the Mini Magic Rope Tow (#27) was installed by Claude Jones around 1969 along the run's north edge. Late 1970s through early 1980s ski trail maps show this area as the location of the Mini-Magic Rope Tow. A 1978 aerial photo shows this site much as it appears today. The rope tow was discontinued by 2010 (if not earlier). The existing Magic Carpet Lift (#30) was installed centrally, off-center on the run in c.2010.
Significance & Eligibility: This ski run's appearance in various photographs, plans, and trail maps over time show it retains good integrity and continues to clearly convey its historic associations with

the recreational development of Magic Mountain. The trail would contribute as a site to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

22. **Wizard** **Eligibility:** Noncontributing Site
Date of Construction: c.1975
Photograph Number(s): 47-49, 108C; **Historic Photo(s):** 103, 105, 107, 108, 108A
Description: This intermediate trail drops 689 feet from 7,356 feet elevation to 6,667 feet at an average 30 percent grade. At 120 feet wide and 3,168 feet in length, it spans about 8.73 acres. The trail travels its original long, arced path through a mixture of open sage brush, aspens, and mature conifers. It starts just below the summit station and ends at the base station of the existing Double Chairlift (#28).
History: This run is not separately indicated on the 1966 nor 1973 USFS landscape plans of the ski area plan. This long run first appears on a 1977 ski trail map, which lists it as Wizard. It is still known as Wizard today. It appears in a 1978 aerial photo much as it does today.
Significance & Eligibility: This trail site dates to outside the period of significance and is thus counted as noncontributing to the NRHP-eligible historic district.
23. **Mystery** **Eligibility:** Noncontributing Site
Date of Construction: c.1985
Photograph Number(s): 49, 50, 108C
Description: The trail begins where it diverts east from Wizard (#22), cuts through a dense stand of lodgepole pine along a narrow path, and then swings back to the northeast where it ends at the base of the Double Chairlift (#28). This trail skirts the south edge of the current ski area boundary. This intermediate trail drops 83 feet from 7,086 feet elevation to about 7,003 feet at an average 16 percent grade along its approximately 500 feet in length.
History: This run does not appear in a 1978 aerial photo of the ski area nor is it on the 1983 ski trail map. The current ski trail map lists it as Mystery.
Significance & Eligibility: This trail site is not yet fifty years of age and is thus counted as noncontributing within the boundaries of the NRHP-eligible historic district.
24. **Potion** **Eligibility:** Noncontributing Site
Date of Construction: c.1985
Photograph Number(s): 51, 108C
Description: This connecting trail links the midpoints of and between Magic Bowl (#7) and South Slope-Gulch (#6), traveling a path lined by aspens. This intermediate trail drops 103 feet from 7,022 feet elevation to about 6,919 feet at an average 19 percent grade along its 528 feet in length.
History: This cut-through trail is not shown on the 1973 USFS landscape plan, a 1978 aerial photo, nor on any of the ski trail maps from the late 1970 or early 1980s. The current ski trail map lists it as Potion.
Significance & Eligibility: This trail site is not yet fifty years of age and is thus counted as noncontributing to the NRHP-eligible historic district.

SKI LIFTS

25. **Constam T-Bar Lift** *Eligibility:* Contributing Structure
Date of Construction: 1948
Photograph Number(s): 9, 10, 52-57, 108C
Historic Photo(s): 93, 94, 98, 99, 101-103, 105, 108, 108B, 118-121, 124, 127, 130, 132, 134
Description: The Constam T-Bar Lift consists of a base station, an upper station, and remnants of the towers and cables between. The structure and all its components are nonoperational and in partial ruin. The lift follows a northwest-southeast path approximately 2,250 feet in length to its upper station, an open timber frame structure at the intersection of Bottleneck (#4) and Nosedive (#3). The vertical gain is about 620 feet. The base station is a wood-framed, two-level drive shelter with a small ancillary space that functioned as an operators' office in the southwest corner of the first floor. The drive shelter has an asymmetrically sloped gable roof with ridge aligned northwest-southeast, flush tongue-in-groove board siding laid horizontally on the walls and vertically on the gables. Additional features include the very tight eaves, the X-brace hinged wood door accessing the operators' office, the poured concrete foundation, and the four original square and near-square window openings (one in the northwest elevation and three in the southwest elevation). The primary (northwest) elevation is dominated by the large mechanicals bay containing the horizontal bull wheel that drove and guided the cables from which hung each hinged 'T-bar' – a vertical steel pipe with perpendicularly affixed wood 'seat' bar (many of which are intact within the base drive shelter). (The lift line and top station were inaccessible at the time of field survey.)
History: The original February 1941 landscape plan shows this lift line as 'proposed' and with the specific notation that it was flagged on site by Alf Engen in July 1940. Early references to this slope site/lift line call it Nob Hill. This lift was the third at this location and dates to 1948 and faced delays in November that year when "lack of steel shipments from the manufacturing firm in Denver" caused a work stoppage.⁴ The lift was dedicated in January 1949, at which time the Idaho Falls newspaper reported the "22 hundred foot lift can hoist 250 skiers up the mountain slopes per hour."⁵ It replaced the earlier boat/sled lift and a mid-1940s J-bar structure, both of which operated along the same slope. With a capacity of about 300 skiers per hour, the Constam T-bar quadrupled the number of skiers that could be taken up the hill previously. This lift was abandoned around 1974. By the late 1970s, USFS communications indicate approval for replacement of this T-bar lift with a new lift to the south had been given but was apparently not executed by the permittee.
Significance & Eligibility: Though in partial ruin, this lift structure communicates information about the historic development of the Magic Mountain Ski Area and would contribute to a NRHP-eligible historic district.
26. **Poma Platter Surface Lift (aka Magic Poma Lift)** *Eligibility:* Contributing Structure
Date of Construction: 1965
Photograph Number(s): 6, 58-65
Historic Photo(s): 96-99, 101-103, 105, 107, 108A, 108B, 139-145, 148
Description: The Poma Lift consists of a base drive terminal, an upper tension terminal, towers, cables, and tow bars, all of which is nonoperational and in partial ruin. It follows an east-west path approximately 1,800 feet in length to its upper terminal at the intersection of School Slopes (#9) and Middle Fork (#10). The vertical gain is about 430 feet. Horizontal sheaves at both terminals once pulled and guided the cables from which the tow bars hung. At the base terminal, the original, small wood-framed shack shelters the lift mechanicals and provides an operators' shelter. This small building has a shed roof, board-and-batten wood siding, and a man door off-center in the primary (north) elevation. Tubular steel towers at regular intervals carry the cables to the upper terminal, which consists of a counterweight tower anchored in poured concrete footings. A small operators' shelter with a pentagonal footprint, gabled roof, board-and-batten siding and featuring large windows stands adjacent the upper terminal and is believed to date to the 1970s. This shelter

⁴ "Magic Mountain Club Elects Hoffmaster as Ski Chief," newspaper clipping (no title given), November 19, 1948. From the private collection of Phil Jones, Salt Lake City.

⁵ "To Dedicate Lift," *The Post-Register (Idaho Falls)*, January 28, 1949.

is very similar to the operators' shelters atop the Double Chairlift (#28) and at the base of the Mini-Magic Rope Tow (#27).

History: Built in 1965, this lift opened up the possibility of more skiing on the slopes of Pike Mountain. Magic Mountain owner/operator, Claude Jones purchased the lift equipment from Pomagalski Lift Company, a French company known in the U.S. as Pomalift, Inc., since the 1950s. Lift Engineering of Olympic Valley, California, provided the original plans (on file at Sawtooth NF Headquarters in Twin Falls). Jones hired a few workers to help him build the lift. Original engineering documents indicate it had an average slope of 27 percent along its 1,760 linear feet; with a cable speed of seven feet per second and tow bars at sixty-three-foot intervals, it had a capacity to carry about 400 skiers per hour. Also referred to as 'platter pull' in some USFS records, by the late 1970s, USFS communications indicate approval for the replacement of the Poma with a new lift nearby had already been given, but apparently was never executed by the permittee. It apparently operated until about 2000. Inspection reports indicate it had "no deficiencies" and was operable in 2000, however it was not operating in 2003, at which time it did not pass inspection. It has since been abandoned and is in ruin.

Significance & Eligibility: Though in ruin, this lift structure communicates information about the historic development of the Magic Mountain Ski Area and would contribute to a NRHP-eligible historic district.

27. Mini-Magic Rope Tow

Eligibility: Contributing Structure

Date of Construction: c.1969

Photograph Number(s): 66, 67; **Historic Photo(s):** 101, 103, 107, 108A

Description: Located along the north edge of the Magic Carpet Run (#30), this rope tow is not operational and in ruin. It consists of a top drive station, a base operators' shack, towers, and cables. The lift line follows a northeast-southwest path approximately 250 feet in length to its upper station near the top of Magic Carpet Run (#21). The vertical gain is just under 50 feet. The small, base operators' shelter has a pentagonal footprint, gabled roof, board-and-batten siding, and large windows. It stands adjacent the base terminal, likely dates to the 1970s, and is very similar to the operators' shelters atop the Poma Platter Surface Lift (#26) and the Double Chairlift (#28). The upper drive station consists of mechanicals supported by a low steel frame structure and sheltered within metal and wood housing. The upper drive pulled the cables through a system of automobile tires and wheel parts, including automobile wheel rims mounted along the vertical length of what appear to be repurposed telephone poles.

History: Built by 1970 and created from car parts by Claude Jones, this lift allowed for a short, beginner run. It first appears on a 1970 USFS map and is shown on the 1977 ski trail map as the Mini-Magic Rope Tow. Though not shown on the 1973 ski area landscape plan nor on the 1978 USGS quad, inspection reports from 1988 through 2005 indicate this rope tow was in operation. The lift was abandoned around 2010 when the adjacent Magic Carpet Lift (#30) was installed. As surface tow lifts were commonly relocated, it is possible and likely that this tow originally operated on the beginner slopes of Pike Mountain, where the 1966 landscape plan shows a short rope tow at the north edge of School Slopes (#9). The 1988 permit transfer docs state it was 450 linear feet in-length.

Significance & Eligibility: Though in ruin, this lift structure communicates information about the historic development of the Magic Mountain Ski Area and would contribute to a NRHP-eligible historic district.

28. Double Chairlift (aka Magic Chair)

Eligibility: Contributing Structure

Date of Construction: 1970-1971

Photograph Number(s): 68-74, 108C

Historic Photo(s): 100-103, 105, 107, 108A, 108B, 149-150

Description: The Double Chairlift consists of a base station, a summit station, towers, cables, and chairs. The lift rises about 630 feet along a path about 2,550 feet in length to the summit station, which is at approximately 7,360 feet elevation. Horizontal bull wheels at both stations pull and guide the cables from which the metal-framed chairs hang. At the base station, a poured concrete slab structure supports the open steel framework supporting the lift mechanicals and counter balance. A small, wood framed, gabled lift operators' shelter appearing to date to the 1950s stands to the

southwest adjacent the loading area. A new, concrete vault toilet is adjacent to the northwest of the base drive station. Tubular steel T-post towers at regular intervals carry the cables to the summit station, which consists of an unsheltered bull wheel, a graded unloading slope, and a small, wood-framed, gabled operators' shelter with a pentagonal footprint and large plexiglass windows. The summit station operators' shelter is very similar to those found atop the Poma Platter Surface Lift (#26) and at the base of the Mini-Magic Rope Tow (#27).

History: Constructed in 1970-1971, this lift opened up a great deal of new skiing options at the south end of the permit area. Heron Engineering (aka Heron Poma) of Denver, Colorado, provided the construction drawings. Skiers reportedly lined up the hill upon its opening, with as many as 500 skiers crowding the slopes at one time. The historic record is unclear as to the actual opening date of this lift. A December 13, 1970, article indicates it was still under construction at that time, but then suggests it was to be complete shortly thereafter. An April 1971 article refers to it as operational. Other sources state the lift didn't open until 1971. The 1973 landscape plan shows this lift and notes it had a capacity to carry 700 skiers per hour. The base station operators' shelter, with its very steep roof pitch, aged wood siding, exposed rafter tails, and wood door, looks similar to the Generator Building (#33), and appears to pre-date the lift and likely was relocated from another lift location to this site when this lift was constructed.

Significance & Eligibility: Though not quite fifty years of age, this lift structure communicates information about the historic continuum of development of the Magic Mountain Ski Area and would contribute to a NRHP-eligible historic district.

29. **O'Conner Handle Tow**

Eligibility: Noncontributing Structure

Date of Construction: c.2009

Photograph Number(s): 75, 76, 108C

Description: Located to the east behind the Day Lodge (#31), this O'Conner 'handle tow' follows a northeast-southwest path approximately 350 feet in length to its upper terminus for a gain of about 65 vertical feet, from 6,713 to 6,778 feet in elevation, at an average grade of 20 percent. A bull wheel and engine at the base station works in concert with a post-and-pulley top terminal to pull and guide the cables from which small handlebars connect. At a speed of about 120 feet per minute the lift can reportedly carry 600 riders per hour

History: Built between 2008 and 2010, this surface lift was introduced to allow for tubing. The historic record indicates a 10-meter ski jump was introduced in this vicinity in 1948. However, no subsequent map, aerial view, or other primary sources corroborate its location aside from that it was "behind" the Day Lodge (#31).

Significance & Eligibility: This lift and surrounding gently sloped, cleared site are not yet fifty years of age, their design and components are characteristic of early twenty-first century surface lift technology, and are thus not contributing to the NRHP-eligible historic district.

30. **Magic Carpet Lift**

Eligibility: Noncontributing Structure

Date of Construction: c.2010

Photograph Number(s): 77, 108C

Description: The Magic Carpet Lift consists solely of a surface conveyor within a concrete base. It follows an east-west path at an average grade of 17 percent along the center of the Magic Carpet Run (#21). It begins at an elevation of about 6,739 and gains about 20 feet to its upper terminus at 6,761 feet elevation.

History: Built in at some point between 2009 and 2011, this approximately 120 feet-long surface lift replaced the function of the earlier Mini Magic Rope Tow (#27) that had been at this location since c.1969.

Significance & Eligibility: This lift is less than ten years of age and it is thus counted as noncontributing to the surrounding NRHP-eligible historic district.

BUILDINGS

- 31. Day Lodge (aka SW-313)** *Eligibility:* Contributing Building
Date of Construction: 1941; 1966; c.1973
Photograph Number(s): 5, 78-83, 108C
Historic Photo(s): 93, 95, 99, 101-103, 105-107, 108, 108A, 112-117, 128, 136, 146, 147, 152
Description: Centrally located between the two mountain slopes and just east off Rock Creek Road, this one-story building has an irregular T-plan and a gabled roof. Originally intended for expansion over time, the building is comprised of an original forward section (1941) and two subsequent rear additions (1966, c.1973). The original forward section consists of a central side-gabled (north-south ridge alignment) block with a gabled wing on each side that cants inward slightly, forming a very shallow U-plan. The 1966 rear addition is gabled and extends perpendicularly (east-west ridge alignment) from the center of the rear (east) elevation of the original 1941 section. The c.1973 rear addition extends the 1966 wing, matching roof ridge line, wall, and foundation materials almost seamlessly. Character-defining features of the original forward section include: The prominent, exterior stone chimney centered in the primary (west) elevation; exterior stone chimneys centered in each gable end; vertical log siding; wide eaves with exposed, whole-log rafter tails and knee brackets; original six-light, paired, wood casement sash windows within their original openings; and the two, single entrances flanking the center chimney. The 1966 rear addition is characterized by the same paired, six-light wood casements, but is differentiated by its use of board-and-batten wood siding. The c.1973 rear addition has the same board-and-batten siding as the 1966 addition, but instead has picture windows; two of which replaced wood casements in the south elevation of the 1966 addition.
History: The original February 1941 landscape plan shows this building as 'proposed' and with the specific notation that it was to be "extensible" should future use demand addition. The *Salt Lake Telegram* reported on December 2, 1941, that Magic Mountain ski area had a new ski shelter "large enough to accommodate 50 to 75 skiers at one time and will do much to enhance use of two lifts to be put in operation by Claude Jones..." The shelter reportedly cost about \$1,000 in materials and \$1,000 in labor, much of which had been provided by the Twin Falls junior and senior chambers of commerce.⁶ Previous survey in 1979 states "This cabin was constructed in 1941 in cooperation with the Twin Falls Ski Club for use in connection with winters in the Rock-Creek-Magic Mountain Winter Sports Area. The lodge structure itself is privately owned and operated as a concession." Local and longtime users report the lodge was built by the CCC, however no primary source has yet been located to corroborate this information. The building appears on the 1959 and all subsequent landscape plans. The building took on a T-plan with a rear addition in 1966. A second rear addition was added around 1973-1974, likely just after Claude Jones had sold the property and transferred the permit. Tested Truss Systems of Boise prefabricated the roof trusses for the addition, with Claude Lacasse, engineer, stamping the plans. By the late 1970s, USFS communications indicated approval for the construction of a new lodge had been given, but this was never executed by the permittee. Permit transfer documents from 1988 indicate the lodge as comprising 2,675 square feet. Historic photos show at some point around 1960, gabled entrance hoods were added over the primary entrances and were later removed at some point after the early 1980s.
Significance & Eligibility: This building retains integrity sufficient to communicate its historic associations with the early development of Magic Mountain ski area and would contribute to a potential NRHP historic district comprised of the surrounding historic resources.
- 32. Outhouse** *Eligibility:* Contributing Building
Date of Construction: c.1942
Photograph Number(s): 84; *Historic Photo(s):* 110
Description: This small building has a near-square footprint and a shed roof sloping toward the rear of the building. A single, centered entrance is in the primary (south) elevation. Character-defining features include: the vertical board siding; the vertical board hinged door; the wood roof

⁶ "New Shelters Built for Skiers," *Salt Lake Telegram*, December 2, 1941.

boards; the two small diamonds cut in the upper façade wall for ventilation; and the wood bench seat spanning the full width of the rear of the interior space. The building has been abandoned, is in ruin, and is overgrown with brush and aspen saplings.

History: A c.1942 photo of the first sled/boat tow base terminal (nonextant) shows a small building of the same roof, size, scale, and location as this outhouse. Though early landscape plans call for various USFS Plan 70 1-unit pit toilets in various locations across the ski area, this building does not reflect a USFS Plan 70 outhouse, which had a gable-front roof and a smaller footprint. No Plan 70 outhouses are extant at Magic Mountain, however according to Phil Jones, son of Claude Jones, remnants of two can still be found slightly upslope to the south of the Poma Platter Surface Lift (#26).

Significance & Eligibility: Though in ruin, this building retains integrity sufficient to clearly communicate its historic associations with the overall development of Magic Mountain Ski Area and it would contribute to a NRHP-eligible historic district comprised of the surrounding historic trail sites, structures, and buildings.

33. Generator Building

Eligibility: Contributing Building

Date of Construction: c.1950

Photograph Number(s): 85, 88; **Historic Photo(s):** 105

Description: This small gabled building has two primary elevations – north and south. The south elevation has a large utility bay occupying most of the elevation and which is covered by nonhistoric sheets of plywood. The north elevation has a centered, single-leaf entrance containing a wood-paneled door partially covered with plywood. Character-defining features include: the steep roof pitch; the open eaves with exposed rafter tails; and the unpainted wide-reveal clapboard siding with corner boards. The roof has metal sheeting and the building rests on corner blocks instead of a foundation.

History: Though this building does not appear in historic photos or on plans, its materials and design suggest it dates to the early development period of the ski area. This building appears on the 1973 landscape plan as existing. Permit transfer documents from 1988 indicate it comprised 400 square feet. It is similar in size, roof slope, shape, and materials as the Double Chairlift base station operators' shelter.

Significance & Eligibility: This building retains integrity sufficient to clearly communicate its historic associations with the overall development of Magic Mountain Ski Area and it would contribute to a NRHP-eligible historic district comprised of the surrounding historic trail sites, structures, and buildings.

34. Four-unit Chemical Toilet

Eligibility: Contributing Building

Date of Construction: c.1950

Photograph Number(s): 86; **Historic Photo(s):** 93, 95, 99

Description: This small, gabled building has two primary elevations - one facing west and one facing east. Each primary elevation consists of two equal bays comprised of a solid wall on the north half and a recessed entrance across the south end of the respective elevation accessing two toilet units within. The separate entrances are gender-specific and indicated with signage as such. Character-defining features include: the horizontal partial-log, tongue-in-groove siding on the north, east, and west elevations; the vertical slat board walls of the south elevation that extend out and around to screen each entrance; open gable walls and high-set horizontal openings containing metal screening for ventilation; the exposed rafter tails; the 90-degree radius poured concrete steps leading up into each entrance; the poured concrete foundation; and original five-panel wood doors leading into each toilet unit.

History: The original February 1941 landscape plan shows this building as 'proposed' and with the specific notation that it be of "Plan 71," have log siding, and be "MED. BRWN." in color. According to Phil Jones, this building was likely here by the late 1940s. This building appears on a 1959 picnic area landscape plan, as well as a 1966 landscape plan of the ski area, as existing. Permit transfer documents from 1988 indicate it comprised 300 square feet.

Significance & Eligibility: As an integral support building to the recreational use of the ski area, this building has significant associations with the development of Magic Mountain. It retains integrity

and would contribute to a NRHP historic district comprised of the surrounding historic trails, buildings, and structures.

35. **Ski Shop (aka Ticket Office)** *Eligibility:* Contributing Building
Date of Construction: 1964
Photograph Number(s): 87; *Historic Photo(s):* 99, 105, 107, 108A, 136
Description: This gable-front wood-framed building stands adjacent to the southeast of the Day Lodge (#31). With a roof ridge aligned east-west the building has board-and-batten wood siding and a small, nonoriginal porch under an extension of the main roof over the west elevation. The building rests on corner blocks and does not have a foundation. One, single-leaf entrance accesses the interior and is located off-center in the north elevation where it contains a historic half-light wood paneled door. Three, single windows illuminate the interior and provide interior ventilation, one each in the north, south, and west elevations. The roof has open eaves with some rafter tails exposed and some partially boxed.
History: This building dates to 1964 and was constructed to house James Olson's ski shop, where skiers could rent or buy ski equipment. A January 1966 *Times-News (Twin Falls)* article indicated the shop had recently been enlarged. Originally located just north of the lodge, in the mid-1970s it was relocated to the south end of the parking lot near to where ski school met at the time and operated as a ticket office, as well as the 'ski patrol building.' By the 1979 ski season, it was relocated to its current location. Permit transfer documents from 1988 refer to the building as the 'ticket office' and indicate it as comprising 200 square feet.
Significance & Eligibility: As it was common for ancillary buildings to be relocated at ski areas, and at USFS recreation sites in particular, the relocation of this building to various locations on the ski area over time does not hinder the building's ability to communicate its historic associations. It retains integrity and would contribute to a NRHP-eligible historic district comprised of the surrounding historic trail sites, structures, and buildings.
36. **New Generator Building** *Eligibility:* Noncontributing Building
Date of Construction: c.2016
Photograph Number(s): 88
Description: This small, gabled building has two primary elevations - one facing west and one facing east. The east elevation has a centered single-leaf door accessing the interior. A larger vehicular-like bay occupies most of the west elevation and contains a meal overhead door. Other features include the metal roof, horizontal partial-log siding, and concrete slab foundation.
History: This building replaced the function of the earlier generator building (#33).
Significance & Eligibility: This building is less than ten years of age and it is thus counted as noncontributing to the surrounding NRHP-eligible historic district.

LANDSCAPE FEATURES

37. **Parking Area System** *Eligibility:* Contributing Structure
Date of Construction: 1948; c.1970
Photograph Number(s): 89, 90, 92, 108C
Historic Photo(s): 93, 95, 98, 99, 102, 103, 105, 107, 108, 108A, 125
Description: This parking area system is along the east side of Rock Creek Road and is comprised of a main D-shaped gravel lot at its north end and two, smaller arced areas to the south. A screen of mature evergreens forms the west edge of the main D-shaped lot, which is accessed by a small driveway at both its north and south ends. At the south end of the main D-shaped lot, a short spur to the southeast links to a small ovoid parking surface slightly upslope. The southernmost, small, shallow arc is not much more than a pull-off abutting Rock Creek Road and has no foliage screen; a small spur from its north edge links it to the slightly upslope ovoid parking area.
History: The parking area system appears on the February 1941 USFS landscape plan with notations indicating the larger north arc was to accommodate about ninety-nine cars and the

smaller south arc an additional thirty-six cars. The historic record suggests the parking lot dates to 1948, when a newspaper article reported: “Among this year’s [ski] area improvements is a new parking lot for 150 cars at the foot of the practice runs.”⁷ Around 1970, the larger north arc received a second internal lane. In the 1980s, the larger north arc of the parking area system was expanded to eliminate the separate internal lane and island of trees.

Significance & Eligibility: Constructed as part of the early development efforts at Magic Mountain Ski Area, this resource was a critical element to the recreational access to and function of the ski area. Despite the loss of the interior island of trees, this structure is counted as a contributing resource as it continues to retain sufficient integrity to communicate its historic associations.

Additional landscape features that are not counted separately include trail signs, fences, disc golf structures, terrain park features (photo 91), and so forth. Other resources not part of the official resource count per NRHP guidelines include several small nonhistoric utility sheds.

ASSOCIATED VICINITY RESOURCES

Outside the Magic Mountain Ski Area permit area is the Rock Creek Guard Station, worth noting for its indirect associations with the recreational development of Rock Creek Canyon.

Rock Creek Guard Station (1941; IHSI #83-019185; SW-314)

Located just south of Magic Mountain Ski Area, the guard station site includes a small seasonal dwelling, bunkhouse, generator house, warehouse, toilet, equipment shed, car parking, etc. The February 1941 landscape plan of Magic Mountain Ski Area has a notation indicating the Rock Creek Guard Station site had been mapped by Leon F. Maca in 1936. According to Region 4 architectural historian, Richa Wilson, district employees began using the site in 1939 when recreational use in the vicinity increased. Buildings were moved to the site, from the earlier Shoshone Ranger Station (to the northwest), in 1941. It is noted here for reference as it relates to the context of recreational development in Rock Creek Canyon.

⁷ “Magic Mountain Club Elects Hoffmaster as Ski Chief,” newspaper clipping (no title given), November 19, 1948.

HISTORY and SIGNIFICANCE

The Magic Mountain Ski Area comprises a historic winter recreation area in the vicinity of Hansen, Twin Falls County, Idaho. Located at the upper part of Rock Creek Canyon in the South Hills, the ski area is in the Cassia Division of the Minidoka Ranger District in Sawtooth National Forest. It is eligible for listing in the National Register of Historic Places (NRHP) for its local significance under Criterion A in the area of ENTERTAINMENT/RECREATION. The NRHP-eligible area (henceforth referred to as District) includes the contiguous grouping of recreational resources that retain integrity and continue to reflect the evolution of the ski area from the 1940s through the early-1970s.

The ski area is locally significant in the area of Recreation for its associations with the ascension of skiing as a winter recreation activity in the U.S. Forest Service system, which coincided with developments in transportation and nationwide patterns of increased popularity of skiing. The District's resources communicate historic trends in ski area development, physically representing the spectrum of ski run and lift design, as well as transitions in skier expectations of amenities over time. The District's period of significance begins in c.1940 with the earliest documented ski-related activity at this location. The period of significance ends in 1973 when the ski area's popularity began to decline and development largely ceased upon the departure of its original developer/operator, Claude Jones. The period of significance acknowledges historic alterations in response to specific functional and marketing needs and counts resources that experienced such alterations within the period of significance as contributing elements to the District.

The District encompasses thirty-seven (37) resources constructed between c.1941 and c.2016, of which thirty-one (31) date within the period of significance and twenty-eight (28) of which are counted as contributing. More specifically, the resource eligibility count is as follows: eighteen (18) contributing sites, five (5) contributing buildings, five (5) contributing structures, six (6) noncontributing sites, one (1) noncontributing building, and two (2) non-contributing structures.

To fully understand the findings of this survey, it is important to interpret survey information in context. The National Park Service defines historic context as ". . . a broad pattern of historical development in a community or its region that may be represented by historic resources." The development of a historic context identifies important connections between local, regional, state, and national history and that of a defined sub-area, such as Magic Mountain Ski Area. When survey findings are viewed in relationship to a broader historical context, it is possible to apply the criteria for evaluating eligibility for designation to the national and/or local historic registers. The historic contexts developed in this survey are examined within the general chronological contexts dictated by national and local events, the primary themes of which are Tourism, Transportation, and Winter Recreation/Skiing.

RECREATIONAL DEVELOPMENT OF MINIDOKA NATIONAL FOREST⁸

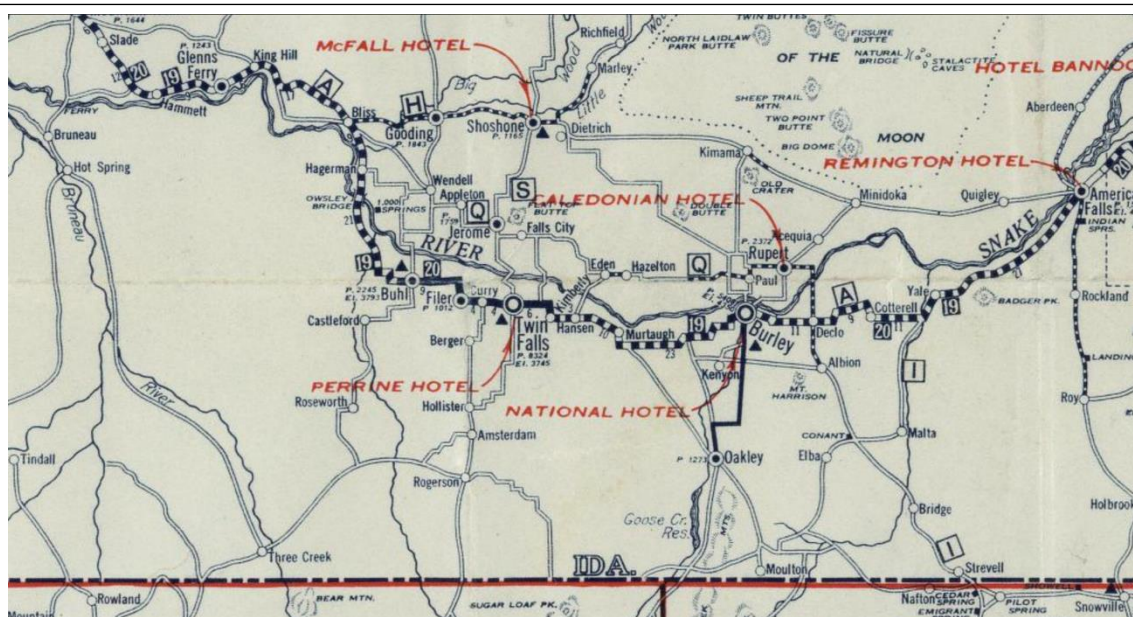
The region around present-day Magic Mountain Ski Area served primarily as open range grazing and timber extraction lands during the late nineteenth and early twentieth century. With the establishment of the U.S. Forest Service (USFS) under President Theodore Roosevelt in 1905, millions of acres across Idaho and throughout the West were drawn into the National Forest system. As part of this shift in land use management, the area including the South Hills was designated as part of the Cassia Forest Reserve in 1906. Two years later, the USFS consolidated the Cassia Forest Reserve with the Raft River Forest Reserve under the name Minidoka National Forest (Minidoka NF) and began regulating grazing and timber harvesting by means of permits.

⁸ Minidoka National Forest was consolidated into Sawtooth National Forest in 1953, at which time its boundaries were re-designated as Minidoka Ranger District.

The U.S. Government Land Office (GLO) had the township boundaries surveyed in 1907, at which time the field surveyor described the area as “entirely mountainous in character,” well-watered, having remarkably tall sage brush, featuring only “rough timber roads connecting the settlements of Rock Creek and those near Twin Falls with the timber tracts in the mountains,” and containing “scarcely any agricultural lands.” The surveyor noted the forest service ranger station in the Shoshone Basin as the only settlement in the township. He also charged more for his fieldwork due to rough terrain and “remoteness of the district, far away from settler districts.”⁹

The Auto Arrives to Minidoka National Forest

During the first years of the twentieth century, car ownership in Idaho grew at a rapid pace as a result of better roads and increasing affordability of vehicles. With the 1913 formation of the State Highway Commission, a spike in Idaho's road building ensued and over 2,000 vehicles came into operation statewide.¹⁰ By 1918, Idaho's state highway system boasted 2,255 miles of roads (though only five of which were paved or oiled). At the time, a state highway connected Boise and Pocatello via Twin Falls, none of which was paved and only about 75 percent was improved at all with grading or crushed rock.¹¹



1925 Rand McNally Auto Trails Map Idaho-Montana-Wyoming
Courtesy Davidrumsey.com

As auto tourism became increasingly important, the identification of regional and transcontinental auto routes became vital. To provide tourists with a document of the growing network of roads and identify roadside necessities along the way, town boosters and national automobile clubs planned touring routes and published guidebooks directing “autoists” from state to state.¹² Among the early long-distance highways in Idaho were the Old Oregon Trail Highway (established by 1922 between Independence, Missouri, and Seaside, Oregon) and the Evergreen National Highway (established by 1919 between El Paso, Texas, and

⁹ Bureau of Land Management, *General Land Office Records* (<http://gloreords.blm.gov>: accessed January 22, 2018), Original Subdivisional Survey of “Township No. 14 South, Range No. 18 East of the Boise Meridian, Idaho.” 1907.

¹⁰ 2,083 license plates were issued in 1913. Rebecca Herbst, *Idaho Bridge Inventory*, Volume 1 (Boise, Idaho: Idaho Transportation Department, 1983), 52; and Idaho Transportation Department, “Idaho’s Motor Vehicle History,” <http://idaho.drivinguniversity.com/dmv/idaho-dmv-history> (accessed October 14, 2015).

¹¹ Herbst, 52.

¹² Elizabeth Rosin and Dale Nimz, National Register of Historic Places Multiple Property Documentation Form, “Roadside Kansas,” (Kansas City, Missouri: Rosin Preservation, 2009), E-7.

Victoria, British Columbia), both of which traveled just north of the South Hills along present-day US 30. In addition, two Idaho Sampson Trails passed close-by – Route A, which traveled on the same path as the highways above, and Route J, which traveled from the Nevada state line north through Rogerson and Twin Falls to Shoshone (along present-day US Highway 93, just west of Rock Creek Canyon).

Such graded, "all weather" roads stimulated auto tourism and as a result recreational use of national forests increased dramatically. With the advent of improved roads into previously remote and rugged regions, an increasing number of tourists could access the natural wonders of the national forests. Recreation in Minidoka NF increased significantly in this era as a shift in use and management from grazing and timber harvesting toward recreation took place. In 1917, Minidoka NF initiated reporting on recreation and noted 5,935 individuals visited the forest that year. By the early 1920s, campgrounds with latrines supported recreationalists at five locations in the Minidoka NF. In just the two years following 1928 the number of visitors increased over 67 percent, with 10,865 people entering the forest in 1930.

The Great Depression and New Deal Programs

The 1929 stock market crash forced nearly half of the nation's banks to insolvency and the resulting drastic reductions in spending and production led to a sharp rise in unemployment nationwide. By 1933, the value of stock on the New York Stock Exchange was less than a fifth of its peak in 1929 and approximately one fourth of Americans were unemployed. Businesses closed their doors, factories shut down, and farm income dropped by half. Little private commercial development occurred during the Great Depression and the only significant construction nationwide took place through public building projects.

The programs of the Works Progress Administration (WPA; renamed Work Projects Administration in 1939), the Public Works Administration (PWA), and the Civilian Conservation Corps (CCC) significantly impacted not only the state's economic conditions, but also the Idaho landscape. These programs provided funding and manpower to state and local governments, as well as federal agencies, for the construction of public improvements, such as buildings, roads, bridges, and dams in order to provide jobs and to stimulate the local economy. Thousands of Idaho citizens found work through the WPA and CCC, and the state ranked eighth nationwide in receipt of New Deal allocations through the PWA, WPA, and CCC programs that funded more than two hundred public buildings. Federal expenditures during this period also strengthened the regional transportation network. In Idaho, federal work programs spurred "the most active period of highway and bridge construction" to date."¹³ By 1940, the Idaho State Highway System had more than doubled its mileage since 1918, and the vast majority of its 4,857 miles of roads were graded with crushed rock, oiled, or paved thanks to New Deal money.

In particular, these federal programs spurred significant improvements on National Forest lands. With New Deal appropriations came funding for USFS projects for campgrounds, water systems, sanitary facilities, recreational areas, and so forth. In Minidoka NF, New Deal projects included construction and/or improvement of:

- 50 miles of roads;
- 150 range water facilities;
- Numerous campgrounds and picnic areas;
- 100s of acres of timber planted;
- 70 miles of range fences;
- 50 miles of telephone lines;
- New ranger headquarters at Oakley;
- 2 barns and 2 warehouses at various ranger stations; and
- New supervisor's dwelling and garage at Burley

From 1934 through 1941, the CCC operated in and around Rock Creek Canyon, completing numerous enhancements, including improvement work on the Oakley-Rogerson Road, construction of several buildings at the Shoshone Ranger Station, and establishment of various public campgrounds and picnic grounds. The New Deal-era completion of the Rock Creek Road and establishment of the Rock Creek

¹³ Herbst, 33.

Guard Station during this period directly facilitated the subsequent development of Magic Mountain Ski Area.

At the same time, the WPA's Federal Writers' Project funded the fieldwork and publication of a statewide auto tour guide: *Idaho: A Guide in Word and Picture*. Published in 1937, the guide described a tour coming into Minidoka NF east from Rogerson, Idaho, as having “seven improved campgrounds within a distance of a few miles.” The guide specifically noted both the Pentstemon Camp and Camp Pettit, which was “in a thicket of aspens and pines, with trails leading out to beaver dams or fishing streams.”¹⁴

In addition to tourists passing through the area, local Twin Falls residents enjoyed these recreational improvements and riding a new wave of growing popularity in skiing nationwide, several of them trekked into Rock Creek Canyon in February 1937 to scout locations of a possible ski area; these efforts resulted in Magic Mountain Ski Area.

GROWTH IN POPULARITY OF SKIING

Originally, skiing throughout the Rocky Mountains was a utilitarian means of winter travel for miners, ranchers, settlers, postal workers, and trappers. While recreational skiing had taken hold in more populated and accessible locations elsewhere in the Rockies and in the East, it was not until the 1930s that it arrived in Idaho, with the earliest ski areas being those at Lookout Pass and Sun Valley in 1935 and 1936, respectively. Throughout the Rockies, it was a common occurrence for early ski areas to be established on slopes already somewhat cleared of timber by forest fire (e.g. Jackson, Wyoming), overgrazing (e.g. Snow Basin, Utah), or clear cutting for mining/boom town settlement purposes (e.g. Alta, Utah).

A testament to the early twentieth century growth in popularity of skiing was the initiation of the Winter Olympics in 1924 and U.S. hosting of the Winter Olympics in 1932, wherein the U.S. won the medal count. Initially limited to only Nordic skiing and ski jumping, a major expansion of the sport took place with the debut of alpine skiing at the 1936 Olympics, which only further spurred interest nationwide. Widespread radio usage and popular journalism of the time allowed the nation to cheer American Olympians on and ushered in the concept of skiing as a legitimate amateur sport and leisure activity. At the same time, the growth of the film industry included movies shot at locations such as Sun Valley and Aspen, introducing and reinforcing popular images of skiing as the pastime of the elite.

The growth in popularity of skiing combined with the availability of federal work program funds and labor-making improvements on public lands created a spike in development of ski areas nationwide. A review of the 345 ski resorts established across the country since 1915, reveals a clear pattern. While only five ski areas were officially established in the 1910s and 1920s, forty-nine took shape and opened to the public during the 1930s in nineteen states nationwide.¹⁵

Decade	Number of Ski Areas Established Nationwide
1910s	1
1920s	4
1930s	49

¹⁴ Works Progress Administration, Federal Writers' Projects. *Idaho: A Guide in Word and Picture*. (Caldwell, Idaho: Caxton Printers, 1937), 292.

¹⁵ Review of various primary and secondary resources shows dates of ski area establishment are not consistent as to the qualities defining official establishment. Some sources suggest any recreational skiing at an area was sufficient to deem a location an official ski area. Other sources suggest it was the first documented land manipulation, such as creation of a ski jump. While still other sources define the establishment date as when the first mechanical tow of chair lift was installed. The statistics given here by the National Ski Area Association appear to be based on the installation of a tow or lift of some kind. National Ski Area Association and the International Skiing Historic Association, “Ski Resorts: Years They Were Founded.” Available from <https://skiinghistory.org/history/ski-resorts-years-they-were-founded>.

Among them were several ski areas across Idaho, including: Lookout Pass Ski Area, developed east of Coeur d'Alene in 1935; Sun Valley Resort, developed near Ketchum in 1936; Howell Canyon Ski Area in 1938; and Rock Creek in 1938. (Please see ****Clarification Notes**** above as it relates to ski area locations, initial dates of development, relocation, and so forth.)

While recreational clubs formed nationwide and there were early developers of winter sports areas on public lands, by the late 1930s, the Forest Service had moved into a more active role in the creation and promotion of winter recreation areas. In December 1938, the *Idaho Statesman* reported on this trend in the article, "Forest Service Expands Winter Sports Grounds."¹⁶ "Actual figures show that there are more people using the national forests in winter now than used the same forest in the summer only 10 years ago," the article quoted C.J. Olsen, regional forester out of Ogden. Olsen explained that the growth of winter recreational facilities in the national forests was in direct response to the demands by "a public that wants to ski." Olsen continued, "improvements in Idaho's already rich resources for winter sports recreation have been made possible through the WPA, CCC, and other federal emergency programs...Demand for the improvements has been growing tremendously since we first started building the sites with the aid of CCC crews five or six years ago." According to the article, Region IV led the other USFS regions in meeting this demand. Among the region's proactive steps was the hiring of one of the nation's best skiers, Alf Engen, to consult on course design at potential ski areas across Utah and Idaho, including Howell Canyon Winter Sports Area, Bogus Basin, Payette Lake, and others.¹⁷ Engen, who lived in Salt Lake City, worked as a technical adviser to the National Forest Service and is credited with helping design more than 30 ski-areas.

To promote their expansions, in 1938, the National Forest's Intermountain Region published *Enjoy Winter Sports in Your National Forests*, which listed all ski areas operating in all of Nevada, Utah, the west part of Wyoming, and most of Idaho. The guide listed thirty-one areas and their amenities - jumps, runs, lifts, warming shelters, and so forth. Fourteen of those listed were in Idaho - Cold Springs, Pocatello, Payette Lakes, Howell Canyon, Bald Mountain, Dollar Mountain (Sun Valley), Elkhorn (Corral Creek Ridge), Pioneer, Proctor Mountain, Ruud Mountain, Spencer, Victor, Teton Pass, and Rock Creek. The guide indicated that Rock Creek ski area was "19 miles from Hansen...19 miles from nearest highway."¹⁸

With such amenities and promotion, it is no surprise the number of visitors to Minidoka NF increased another 314 percent between 1930 and 1939, with another increase of more than 35 percent in the following two years, with 61,000 visitors coming to the forest in 1941.

Longtime Forest Service representative, C. N. Woods, who was based in Ogden, reported a 10 percent increase in visitors to Idaho's intermountain forest recreation areas between 1939 and 1940. He attributed the increase to the "rapid progress in development and improvement of major national forest winter playgrounds," which he credited to the cooperation of many stakeholders, including cities and towns, civic clubs, ski clubs, private businesses, and state road officials. In addition to Magic Mountain, he identified other winter sport centers in National Forests: Payette Lakes Ski Course in the Idaho National Forest; Sun Valley in the Sawtooth National Forest; Bear Gulch in the Targhee National Forest, and Mink Creek in the Caribou National Forest.¹⁹

Post World War II Skiing Boom

The general disruption of private construction resulting from the Great Depression continued after the United States entered World War II, and as the nation refitted for wartime production, public works efforts also largely ceased. By the end of World War II, almost twenty years had passed during which the Great Depression and wartime restrictions had severely constrained construction, maintenance, and new development. Thus, there was a real and psychological need nationwide for new, clear symbols of progress. Deferred maintenance of the nation's buildings and infrastructure during the War and improved economic

¹⁶ Hugh Eldridge, "Forest Service Expands Winter Sports Grounds," *Idaho Statesman*, December 4, 1938, 6, col. 1.

¹⁷ "Engen Inspects Sports Development Projects," *Idaho Statesman*, September 1, 1938, 9, col. 6. Some sources suggest Engen visited Rock Creek Winter Sports Area/Magic Mountain on one of his 1937-1938 ski area survey trips to Idaho, but the historic record has not yet confirmed he was at the site that early.

¹⁸ National Forest Service, Intermountain Region, *Enjoy Winter Sports in Your National Forests* (Ogden, Utah: USFS, 1938), 6.

¹⁹ "Winter Sports Centers Draw," *Idaho Statesman*, March 2, 1941.

conditions in the decades following led to road and building improvements nationwide. The auto industries refitted for automobile manufacturing, which had been ceased during the War, and consumer demand skyrocketed as Americans hit the road and the Baby Boom ensued; Idaho experienced a 13 percent population increase during the 1950s, and another 7 percent increase in the 1960s, reaching over 713,000 residents in 1970.

During the post-World War II period, public demand grew for more active outdoor recreation opportunities. The Forest Service responded to the increase in recreational demands with the launch of "Operation Outdoors" in 1957, a program focused on the development of new recreational facilities. Concurrently, skiing came of age and boomed across the country, as economic growth, technological advances, and energetic consumption supported expansion of the sport as a destination activity. Increased access to mass media (i.e. television) allowed the widespread portrayal of skiing, and as with golf and tennis, skiing saw increasing numbers of participants across a broader spectrum of the population during the post-World War II era. Further broadening the number of potential skiers took place as the sport gained media attention when the American female skiers bettered the men at both the 1948 and 1952 Olympics. As popularity of the sport grew, commercially published guides appeared, such as Landmans' 1949 *Where to Ski: Ski Guide to the U.S. and Canada*. Around 1940, there were minimum estimated 100,000 skiers nationwide; by 1950, *Ski* magazine reported there were at least 500,000.²⁰

Following the same national trend of post-World War II construction and development, establishment of ski areas rose dramatically in the decades following the War. The post-World War II boom in ski area development began immediately after the war, with twenty-eight (28) resorts documented opening nationwide from 1945 through 1949. Development continued to boom with an additional fifty-eight (58) ski areas opening in the 1950s, and notably in relatively unexpected states such as Virginia and Illinois. The growth in the industry became truly meteoric during the 1960s, when 107 ski areas established across the country, representing states not previously represented, such as Rhode Island, North Carolina, and Iowa.

Decade	Number of Ski Areas Established Nationwide
1940-1944	6
1945-1949	28
1950s	58
1960s	107
1970s	47
1980s	23
1990s	8

Among those ski areas established or redeveloped in Idaho during this period were Soldier Mountain (north of Fairfield, 1948); Pebble Creek (southeast of Pocatello, 1949); Rotarun (near Hailey, 1959); Brundage (near McCall, 1961); Schweitzer Mountain (near Sandpoint, 1963); and Silver Mountain (near Kellogg, 1968).

By the mid-1960s, the modern ski industry had taken shape and was thriving throughout the West. In January 1964, the *Idaho Statesman* boasted that skiing had become "the number one participation sport in the United States," claiming perhaps overenthusiastically that "more people engaged in skiing than in swimming, tennis, basketball, football or hiking...More people ski than golf..."²¹ Nonetheless, from the mid-1950s through the mid-1960s, expansion of skiing in Idaho had occurred "at a colossal rate" and by 1967, the Idaho Department of Commerce and Development listed twenty-eight places to ski statewide.²²

²⁰ Bill Lash, "1950 Was a Very Good Year," *Skiing Heritage*, March 2001, 30.

²¹ O.A. 'Gus' Kelker, "Popular Pomerelle Area No Place for People Favoring Mint Julep Life, *Times-News (Twin Falls)*, January 19, 1964.

²² "Idaho Prepares for Larger Influx of Skiers Each Year," *Idaho Statesman*, June 25, 1967, 20-F.

DEVELOPMENT HISTORY OF MAGIC MOUNTAIN SKI AREA

On the heels of the 1936 opening of Sun Valley, Twin Falls-area residents interested in the sport of skiing initiated efforts to develop their own ski area in the South Hills. Wasting no time, in mid-February 1937, two groups of young Twin Falls businessmen trekked into the foothills in search of possible recreational ski areas. They focused on an area approximately twenty miles south of Hansen along Rock Creek.²³ (See **Clarification Notes above regarding ski area locations, names, dates, and so forth.)

The following year, these area enthusiasts formed a ski club and secured a forest service special-use permit to establish their ski area in Rock Creek Canyon. Among the original group of enthusiasts, Twin Falls mechanic, Claude Jones took on the initial building and maintaining of the ski area. (He would go on to develop and manage the ski area with gusto and dedication for the subsequent, remarkable thirty-five years.)



Sled Tow, c.1940 (nonextant)
Courtesy Phil Jones Private Collection, Salt Lake City

By the onset of winter 1938, the ski area had been sufficiently developed to be featured in the National Forest's Intermountain Region publication *Enjoy Winter Sports in Your National Forests*. The guide indicated the Rock Creek ski area amenities included a 10-meter ski jump, two amateur ski runs, one expert run, and unlimited cross-country, as well as the ability to accommodate 40 cars and a temporary shelter "pending indication of demand."²⁴

Despite such features, the original site was abandoned for higher and expanded slopes that received more snow about eight miles south and just north the then-under-construction Rock Creek Guard Station (SW-314; 10TF518). During July 1940, famed Norwegian-American skier and technical advisor to the National Forest Service, Alf Engen, visited Rock Creek Canyon and worked with the forest service to lay out a ski area on the westerly slopes of Pike Mountain and the easterly slopes of the then-unnamed mountain west across the narrow valley. Though the official landscape plan had yet to be drawn and approved by the forest service, ski runs were cleared, a crude sled tow installed, and the "area received heavy week-end winter sports use during the 1940-1941 season."²⁵

The July 1940 fieldwork conducted by Engen and forest service staff resulted in the original February 1941 landscape plan for Rock Creek Winter Sports Area (See photo 93). The landscape plan called for six main downhill runs on the east-facing slopes, with a few connecting and access runs between them and a lift (matching the alignment of the Constam T-Bar Lift (#25)) to be installed toward the north end, with outhouses at the summit station and a base station just west across the road from a day-use shelter. The shelter called for on the 1941 plan corresponds with the site of the Day Lodge (#31) and is shown with the notation that it was to be "extensible." The plan outlined a parking area system (#37) accommodating two hundred cars and a variety of outdoor stoves and picnic tables. On Pike Mountain, beginner slopes and a

²³ "Twin Falls Plans Nearby Ski Course," *Idaho Statesman*, February 24, 1937; and R.W. Brashear, "Skiing Comes Into Own on Magic Mount," 1940s newspaper clipping (no title or date given). From the private collection of Phil Jones, Salt Lake City. Sources vary as to who was among this group. Some suggest Alf Engen, Claude Jones, and Roy Painter (Twin Falls banker), were key among the group, however the historic record has not yet corroborated this information.

²⁴ National Forest Service, Intermountain Region, *Enjoy Winter Sports in Your National Forests* (Ogden, Utah: USFS, 1938), 6.

²⁵ History of the Minidoka National Forest (Minidoka National Forest, Idaho, 1941-1942), 32. It is undetermined exactly which runs might have been initially cleared, though it is presumed they were likely on School Slopes (#9) and near the tow, which was along the present-day line of the Constam T-Bar Lift (#25). This sled tow was designed by Bud Kimes and was reportedly the only one of its kind in the state at that time. Bill Lash, "The First Ski Lift I Ever Made," *Skiing Heritage*, (Issue 2, 2000), 7.

portable tow were called for, the base station of which was to have two USFS Plan 70 outhouses nearby. The vast majority of the 1941 plan was executed and is still clearly visible today.

Local history sources indicate the ski area's name was the result of a regional naming contest. Taking cues from the Magic Valley moniker, the unnamed mountain and winter sports area as a whole took on the name of Magic Mountain.

Concurrent with the ski area's initial development endeavors, major recreational improvements took place throughout Rock Creek Canyon during 1941. By the end of Summer, the CCC had installed a telephone line south to the Rock Creek Ranger Station, started construction of the seasonal dwelling at the ranger station, constructed a mile of fencing, and continued development of campgrounds along Rock Creek and other adjacent canyon drainages. That year recreational use in the Minidoka NF "hit a new high with over 61,000 visitors."²⁶

Among those visitors were nearly 7,600 skiers. Minidoka NF reported that by 1941 "winter sports use at the Magic Mountain Ski area [had become] important" in terms of visitation and recreational use in the forest.²⁷ As a result of such increased visitation, a day-use shelter (Day Lodge (#31)) was completed that year. With the completion of the new day-use shelter, visitors could not only warm up, but relax at the lunch counter and/or bar. In December 1941 the *Salt Lake Telegram* reported on these recent developments, stating "excellent skiing terrain in use for the past winter will be expanded this year with completion of a new ski shelter, large enough to accommodate 50 to 75 skiers at one time and will do much to enhance use of two lifts to be put in operation by Claude Jones, concession owner."²⁸

With the onset of World War II, non-defense-related developments generally ceased nationwide. At Magic Mountain, previously planned development activities went on hold. However, immediately following armistice, Jones geared back up for improvements at the ski area. In particular, ski lift upgrades.

Post-World War II Developments

Because the sled tow was a very rough and potentially dangerous ride up the slope they called Nob Hill, Jones proceeded to replace it in 1945, engaging 17-year-old Twin Falls machine fabrication draftsman and novice skier, Bill Lash, to make technical drawings for an overhead cable lift. Lash designed the new system to be 2,000 feet long and have a capacity of carrying 70 skiers per hour. The final result was "a sort of 'T-bar-slash-Poma' lift set up that greatly improved the ride up the hill. The J-Bar Tow lift "operated with drops on either side of the cable and was run by a Ford flathead." Six skiers were carried up the hill at a time with the six carrier bars coming down empty. "The operator then put the engine in reverse and skiers rode on the other side to the top."²⁹



J-Bar Tow, c.1946 (nonextant)
Courtesy Phil Jones Private Collection, Salt Lake City

²⁶ History of Minidoka NF, 39.

²⁷ History of Minidoka NF, 39.

²⁸ "New Shelters Built for Skiers," *Salt Lake Telegram*, December 2, 1941.

²⁹ Per photo caption on back of photo. Original plans are extant in the Phil Jones private collection, Salt Lake City.

Reflecting nationwide patterns, the pace of activity at Magic Mountain grew in the post-World War II era. Between four hundred and five hundred visitors opened the 1946 season at Magic Mountain, according to the Magic Mountain Ski club. The ski area included the main J-bar surface lift and two rope tows on Pike Mountain (none of these are extant).³⁰

Throughout the late 1940s through the 1960s, Magic Mountain was the site of numerous ski competitions and invitationals hosted by the American Legion, area ski clubs, and others. Among them, early in 1947, the Magic Mountain Ski club of Twin Falls planned a meet at their ski area with the Mt. Harrison club of the Albion area (See Pomerelle Ski Area IHSI). Club members regularly participated in regional and statewide competitions, both at Magic Mountain and other ski areas.³¹ A December 1947 race event drew skiers from across south Idaho and reportedly a thousand spectators.³²

The increasing accessibility and growing popularity of skiing in Idaho was evident in the regular improvements made at the various ski areas. On the eve of the opening of the 1947-1948 ski season, *Statesman* sports editor Jay Simon highlighted many improvements to ski areas including the following: "All trails and slopes in the Magic Mountain area have been cleared and brushed, and Nose Dive, a racing trail has been extended 800 yards."³³ Simon's colleague, sports columnist Joe Blenkle, called the broader development of ski areas throughout the American West "one of the phenomenal sports developments of the past several years," suggesting that "the tide has now turned so far that eastern states no longer hold a monopoly on important tournament dates." He noted that events at Idaho ski areas were on the calendars of national ski magazines.³⁴

The growing popularity of the sport and the development potential of Magic Mountain ski area had the attention of Twin Falls civic and business leaders. In his outlook for the coming year (1948), Mayor H.G. Lauterbach noted the "brighter future in store" for Twin Falls, with the planning of a new hospital, hotel, country club along the Snake River, and "one of the best ski areas" at Magic Mountain.³⁵ Within days, local leaders, including members of the local youth and recreation council, highway district commissioner J.D. Sinema, and forest supervisor A.E. Briggs, drafted a petition to Governor C.A. Robins requesting an "all-weather route" and a "new \$40,000 ski lift" at Magic Mountain ski area.³⁶ The *Times-News* printed an editorial entitled "Let's Get A Road," that argued the case for improvement of the road to Magic Mountain, noting "summer traffic into the south hills on holidays and over week-ends already is becoming a real problem" and that once pending ski area improvements were to be completed "the well of wintertime traffic will demand an adequate road."³⁷

Recreational use at Magic Mountain Ski Area was such that in 1948 Jones initiated a variety of upgrades and during the off-season he welcomed the return of Alf Engen to the mountain to consult on the ski area's amenities.³⁸ Having just a few months earlier coached the U.S. Olympic ski team, Engen consulted with National Forest officials and Jones regarding the location of two proposed ski jump sites – one was to be a 10-meter jump near the Day Lodge (#31) and the other a much larger 45-meter jump planned to be near Rock Creek Road "on the southeast side of Knob [sic] hill."³⁹ By mid-November 1948, the small jump had been constructed about one hundred feet north of the Day Lodge and just north of the Four-unit Chemical

³⁰ "Host of Skiers Present At Twin Falls Opening," *The Idaho Statesman*, 31 December 1946.

³¹ "Junior Skiers Compete Sunday For Positions on Idaho Team," *The Idaho Statesman*, 15 March 1947.

³² "Poky Skier Hot," *The Post-Register (Idaho Falls)*, December 22, 1947.

³³ "Folo Thru, with Jay Simon, Statesman Sports Editor," *The Idaho Statesman*, 23 November 1947.

³⁴ Joe Blenkle, "Sports Notebook...," *The Idaho Statesman*, 4 January 1948.

³⁵ "Looking at '48 with the mayor of Twin Falls," *The Idaho Statesman*, 1 January 1948.

³⁶ "State Aid Asked For Ski Route," *The Idaho Statesman*, 9 January 1948.

³⁷ "Let's Get a Road," *Times-News (Twin Falls)*, January 9, 1948.

³⁸ "Magic Mountain Area To Build Ski Jump," *The Idaho Statesman*, 22 July 1948; Frank Litsky, "Alf Engen, 88, Skiing Champion and Designer of Ski Resorts," *The New York Times*, 22 July 1997.

³⁹ Knob (aka Nob) Hill was the exposed gravel-laden knoll upslope to the northwest of the Double Chairlift (#28) base station. "Engen Inspects T.F. Jump Sites," *Times-News (Twin Falls)* (presumed), July 19, 1948.

Toilet (#34).⁴⁰ (The historic record does not confirm if the larger jump was ever built nor where the exact site was proposed. According to Phil Jones, son of Claude Jones, only the small jump was ever built.)

That same summer the Minidoka National Forest reissued the ski area permit and allocated \$25,000 toward improvements at the ski area.⁴¹ Jones immediately set about upgrading the lift equipment again. He relocated the two-year-old J-bar lift to the slopes of Pike Mountain and installed a new Constam T-bar Lift (#25) in its place. This improvement essentially quadrupled the number of skiers that could be taken up the hill per hour. Upon completion of the T-bar, and with the relocated J-bar and existing rope tow on Pike Mountain, the ski area was expected to “deliver upward of 1100 skiers per hour.”⁴² To accommodate the added visitor volume, Jones also oversaw the introduction of a new parking area “for 150 cars at the foot of the practice runs.”⁴³



Constam T-Bar (#25), c.1948

Courtesy Phil Jones Private Collection, Salt Lake City

During the late January 1949 dedication ceremonies for the Constam T-Bar Lift, Forest Service supervisor A. E. Briggs predicted a \$150,000 resort hotel at Magic Mountain within the next year. His prediction came, in part, as a response to Forest Service plans to permit development of the ski area.⁴⁴ (The resort hotel prediction did not materialize.)

Unfortunately, and ironically after all the recent developments at Magic Mountain, heavy snow during the 1948-1949 season kept the Rock Creek Road closed much of the time while highway district equipment was busy on main county roadways. As a result, several Twin Falls residents raised money for the purchase of a halftrack customized with a plow “for the exclusive purpose of keeping the road open to the winter recreation area” (see photo 142.)⁴⁵ Among those traveling into the South Hills to ski were the Twin Falls High School ski club, who arranged for bus service to the ski area. Soon thereafter, the Magic Mountain Ski School and City of Twin Falls recreation program began co-sponsoring a ski instruction program, which accommodated dozens of skiers at a time through a multi-week course.

In September 1952, Magic Mountain ski area was a featured stop of an eighty-car touring delegation of ranchers, cattlemen, businessmen, and government officials who were observing and discussing reseeding methods to restore and increase the grazing range. The Idaho Cattlemen's Association sponsored this fifth annual beef and range tour, which began in Burley and ended in Elko, Nevada. The Kimberly Booster Club and the Western Stockgrowers Association hosted and entertained the group for lunch at Magic Mountain.⁴⁶

1950s through Early 1970s

During the 1950s and into the early 1970s, ski hills became highly developed landscapes as trails were widened to accommodate more skiers, new trails were cut on shallower slopes to accommodate beginners and youth, and new chairlifts and buildings went up to facilitate the skiers' experience. While Magic Mountain had eight runs open to skiers by 1960, the 1960s and first years of the 1970s brought considerable

⁴⁰ “Jump Completed,” *The Post-Register (Idaho Falls)*, November 19, 1948.

⁴¹ “Ski Area Granted Fund to Improve,” newspaper clipping (no title given), June 10, 1948. From the private collection of Phil Jones, Salt Lake City.

⁴² “Ski Area Granted Fund to Improve,” newspaper clipping (no title given), June 10, 1948. Phil Jones private collection.

⁴³ “Magic Mountain Club Elects Hoffmaster as Ski Chief,” newspaper clipping (no title given), November 19, 1948. From the private collection of Phil Jones, Salt Lake City.

⁴⁴ “Hotel Predicted For Ski Resort,” *The Idaho Statesman*, 2 February 1949.

⁴⁵ “Snow Equipment Used in Early Preparations for Opening of Ski Area,” *Times-News (Twin Falls)*, October 27, 1949. Claude Jones purchased the vehicle from a military surplus dealer in Salt Lake City and drove it all the way back to Twin Falls at 25mph.

⁴⁶ “Touring Idaho Cattlemen Study Reseeding Method of Restoring Range,” *The Idaho Statesman*, 21 September 1952.

expansions in skiable area and the final network of trails visible today took shape. Between 1960 and circa 1970, no less than thirteen new runs were newly cleared and two existing runs expanded considerably, increasing Magic Mountain's skiable area by well over twelve acres. Between 1966 and 1973, the official permit area expanded from 121.42 to about 319 acres.

Early in the 1957-1958 ski season, *Statesman* reporter Lea Bacos described Magic Mountain ski area as "a good intermediate hill with a fast T-bar, lunch counter and warming shelter," with "no overnight facilities."⁴⁷ A Salt Lake City newspaper reported in January 1960 that the ski area regularly attracted between "200 and 400 skiers who fill a steady stream of cars coming and going constantly."⁴⁸ The Sawtooth National Forest's 1964 Progress Report documented that "ski enthusiasts made heavy use of the Sun Valley, Soldier Mountain, Pomerelle, and Magic Mountain ski areas." Due to such traffic, the state and county highway districts had plans to widen and pave the road all the way to the ski area (the last fifteen miles were unpaved at the time).

Critical to any ski area's success was accommodation of vehicular traffic, particularly in the post-World War II period of Interstate development nationwide. With I-80N (present-day I-84) completed by the early 1960s less than thirty miles to the north, Minidoka NF was more accessible than ever. Senator Henry Dworshak announced, in September 1961, that the Twin Falls Highway District and the Forest Service were working together on improvements to the Magic Mountain road south from Twin Falls. The improvements were scheduled to be completed later in the fall.⁴⁹ This followed the approval of a request by the Idaho Public Utilities to allow Sun Valley Stages to transport passengers between Twin Falls and the ski area.⁵⁰ At Magic Mountain accommodations of vehicles was achieved by expansion of the parking lot around 1970.

In addition to tree clearing and trail grooming, various construction projects took place to amplify skier amenities. A pair of tow lifts, at least one of which was 'portable,' carried skiers up the Pike Mountain slopes by 1960, with Jones later installing the Mini Magic Rope Tow (#27) around 1969. Sanitary facilities were installed by this time, with outhouses at the base of School Slopes and a Four-unit Chemical Toilet (#34) just north of the Day Lodge (#31). During the 1964 off-season, a new Ski Shop building (#35) went up to accommodate on-site equipment rental and sales.⁵¹ Two years later, the Day Lodge received a cafeteria addition with a seating capacity of about 70 with bathrooms in the basement.

Foremost among the construction projects in this era were the introduction of two new lifts – the new Poma Platter Surface Lift (#26) on Pike Mountain in 1965 and the Double Chairlift (#28) in 1970-1971. Magic Mountain opened the 1970-71 ski season with a new chair lift.⁵² That season, the ski area featured "one chairlift, one pomalift, one T-bar and one rope tow."⁵³ It opened its 34th season in late 1972 with a new trail "leading into the Bowl Run on the double-chair lift", one of "fifteen runs and four trails" groomed for visitors.⁵⁴

End of an Era

Jones ended his long tenure as the manager and caretaker of Magic Mountain ski area in 1973, at which time he sold the property and transferred the permit to Stan Detweiler of Twin Falls, Art Jones of Hagerman, and Merl and Ronald Lierman of Hansen.⁵⁵ The new ownership group operated under the name New Magic Mountain Inc.⁵⁶

⁴⁷ Lea Bacos, "Idaho Outdoors," *The Idaho Statesman*, 22 December 1957.

⁴⁸ Jeanne Crawford, "Skiers Crowd Runs At Magic Mountain," *Deseret News and Telegram (Salt Lake City)*, January 22, 1960.

⁴⁹ "Secondary System Status Given Twin Falls Road," *The Idaho Statesman*, 14 September 1961.

⁵⁰ "Commission Oks Six Applications For Carriers," *The Idaho Statesman*, 9 May 1961.

⁵¹ "Improvements at Magic Mountain Ski Area Favor Beginners, Intermediates," *Times-News (Twin Falls)*, December 6, 1964.

⁵² Rod Hunt, "Skiers Revel Over Record Snow Depths," *The Idaho Statesman*, 13 December 1970.

⁵³ "Idaho Is Still the Best Bet For Skiers" *The Idaho Statesman*, 25 April 1971.

⁵⁴ "Making Sitzmarks in Style," *The Idaho Statesman*, 19 November 1972; and "Here's Roundup of Gem State's Ski Areas," *Idaho State Journal (Pocatello)*, November 18, 1970.

⁵⁵ "Partners Purchase Hansen Resort," *The Idaho Statesman*, 13 June 1973.

⁵⁶ "Idaho Resorts Offer Variety, Challenge for All Ski Levels" *The Idaho Statesman*, 10 November 1974.

This transition of ownership and operation marked the end of an era. Few expansions or improvements took place after Jones left. The Constam T-Bar Lift was abandoned soon after the permit transfer and the adjacent runs north of the T-Bar lift no longer maintained. After reaching an annual attendance of 14,000 in 1970-1971, numbers soon fell to 11,600 in 1974-1975, stayed there most of the next five years, and never reached the same visitation numbers again.

Interest and activity in the area had peaked in the early 1970s under Jones' management and subsequently and continually waned. "For many Twin Falls residents, Magic Mountain always will be remembered as the ski hill that Claude built."⁵⁷ Rita Detweiler, wife of one of the four families who took over the operation from Jones, told the *Times-News* "We're farmers...All of us had a living to make elsewhere. It just required more time than we were willing to give."⁵⁸

In 1977, the ski area saw the arrival of new management when A.W. & Sondra Anderson (DBA Andrwood, Inc.) of Albion, who also owned and operated nearby Pomerelle Ski Area, took over the special use permit of Magic Mountain Ski Area. USFS correspondence records indicate Claude Jones returned to the ski area as consultant to the Anderson's with regards to the lifts upkeep and so forth.

However, the area still struggled to regain its previous prominence. The 1980-1981 season was "disastrous" with less than 2,500 lift tickets sold.⁵⁹ A few years later, in 1983, the Anderson's relinquished their permit and sold the property to Kent Lee, Gary Nebeker, Tim Howard of Kimberly, Hansen, and Murtaugh, respectively. In December 1988, the ski area changed hands yet again, this time passing to Marty and Sherrie Jacobs, of Kimberly. Marty had previously been a ski instructor and patrolman at Magic Mountain, and his wife Sherrie had worked in the lodge. It was during this period that the Poma Platter Surface Lift (#26) was abandoned along with its adjacent runs on Pike Mountain.

In 2004 the ski area, including all improvements and, by then approximately 340-acre USFS permit was for sale for \$290,000. Brothers Terry and Gary Miller, of Twin Falls, Idaho, purchased the property and in 2005 were issued a special use permit to operate the area. Since that time, they have introduced a tubing hill (#29) and constructed a new generator building (#36).

Magic Mountain Ski Area coordinates facility maintenance and development through a Special Use Permit with the Sawtooth National Forest (USFS). The historic ski area continues to be actively used for its original recreational purpose and remains an amenity in the Minidoka Ranger District of the Sawtooth NF, receiving a few thousand skiers annually.

RELEVANT BIOGRAPHIES

Harold L. Curtiss, Landscape Architect

Harold L. Curtiss (1902-c.1987), a native of New York state, graduated from University of California in 1927 and began his career in landscape design as a draftsman for the Pasadena Park Department. In this capacity, he prepared landscape projects in Beverly Hills and was the landscape architect responsible for the surveys necessary for development of Pasadena's municipal park system. By 1931 he was working as a landscape architect for the University of Wyoming, where he was appointed by the state committee "to be the landscape architect in charge of the building of the Memorial Parks throughout the State." He remained in this capacity until at least 1933, during which time he designed the George Washington Memorial Park in Jackson, Teton County, Wyoming, a 1932 work relief project.

By 1935, Curtiss was a landscape architect in the USFS Region 4 office in Ogden, Utah. Under his direction, the first landscape plans for administrative and recreational sites throughout the Intermountain Region were designed and implemented in the 1930s. Among them: the Browse Guard Station, Browse, Utah; Camp Lee Canyon, Clark County, Nevada; the Howell Creek Guard Station, Albion (vicinity), Idaho; the Spruce Creek Summer Home Sites (1938, SNRA); and Magic Mountain Ski Area, Hansen (vicinity), Idaho. In

⁵⁷ Ron Zellar, "An uphill fight for a downhill resort," *Times-News (Twin Falls)*, February 2, 1982.

⁵⁸ Ron Zellar, "An uphill fight for a downhill resort," *Times-News (Twin Falls)*, February 2, 1982.

⁵⁹ Ron Zellar, "An uphill fight for a downhill resort," *Times-News (Twin Falls)*, February 2, 1982.

February 1937, Curtiss received an appointment as Associate Conservationist in Region 4's Division of Lands and Information & Education, and he stayed with the USFS until 1942. In this capacity he prepared surveys, inspected park sites, and arranged for expansion of facilities in 24 national forests in the Intermountain Region. After leaving the USFS, Curtiss moved back to California, where he worked as a landscape architect in various capacities in the Bay Area and San Diego until his death around 1987.

Francis C. Oswald, Landscape Architect

Francis C. Oswald (1910-1989), a native of California, lived in Los Angeles before leaving the state to work for the U.S. Forest Service around 1935. The 1940 census shows him living in Kemmerer, Wyoming, where he was listed as a landscape architect for the U.S. Forest Service. He designed numerous recreational sites on various Region 4 forests, among them in the 1930s and 1940s were the La Sal, Ashley, Wyoming, Caribou, Teton, Sawtooth and Challis national forests. During his time with the Forest Service, Oswald was listed as either junior forester, recreational planner, or landscape architect at various times over the years. By the mid-1950s and into at least the 1960s, Oswald was living in Salt Lake City, where he worked in real estate and as a landscape architect for the Utah State Park & Recreation Commission. Late in life he lived in Arizona, where he died in 1989 and where he is buried.

Claude F. Jones (1905-1981) a mechanic by trade and native of Missouri, Jones came to Twin Falls as a boy with his family between 1910 and 1920. During the 1930s and 1940s he worked as a mechanic in a Ford garage and later in the Union Motor Company garage. While holding down his full-time job in Twin Falls, he was also responsible for construction of "virtually the entire ski area on his own, starting with a rope tow in 1938." He came up with the original design and construction of the first sled tow, which he devised with the use of a cable winch powered by a 1929 truck engine. "He set the poles and strung cables for the T-bar and Poma surface lifts and did much of the work on the chair lift that began operating in 1971."⁶⁰ Though the Twin Falls Highway District was to plow the road under agreement with the USFS, heavy snows commonly kept them busy elsewhere, so Jones converted a military half-track into a snow plow in the late 1940s so he could plow it himself and ensure the ski area's opening. Additional anecdotes of his personality and role in the development at Magic Mountain abound. He sold the ski area property and relinquished the permit in 1973 at the age of 68. After retirement, he remained in Twin Falls until his death in 1981.

ELIGIBILITY SUMMARY

The Magic Mountain Ski Area retains integrity of location, setting, design, materials, workmanship, feeling, and associations and is NRHP-eligible as a historic district. Despite some structures being in ruin and a few relatively minor examples of changes in materials on some buildings (e.g. metal roof, replacement door), the overall character and integrity of the ski area is intact. The grouping of buildings, structures, and sites together continue to clearly communicate the ski area's character and significant historic associations with the development of recreational amenities on USFS land during the mid-twentieth century, and more specifically development trends in the Sawtooth National Forest.

While none of the resources are eligible individually, they are eligible as components of a district. Per National Register of Historic Places guidelines, a district can be considered eligible "if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context."

Magic Mountain ski area is locally significant in the area of Recreation for its associations with the ascension of skiing as a winter recreation activity in the U.S. Forest Service system coinciding with developments in transportation and nationwide patterns of increased popularity of skiing. It is eligible for listing in the National Register for its local significance under Criterion A in the area of ENTERTAINMENT/RECREATION. The NRHP-eligible area's resources communicate historic trends in ski area development, physically representing the spectrum of ski run and lift design, as well as transitions in skier expectations of amenities over time. The District's period of significance begins in c.1940 with the beginning of known ski-related

⁶⁰ Ron Zellar, "An uphill fight for a downhill resort," *Times-News (Twin Falls)*, February 2, 1982.

activity at this location and ends in 1973 at the time of the departure of Claude Jones, original developer and operator at Magic Mountain.

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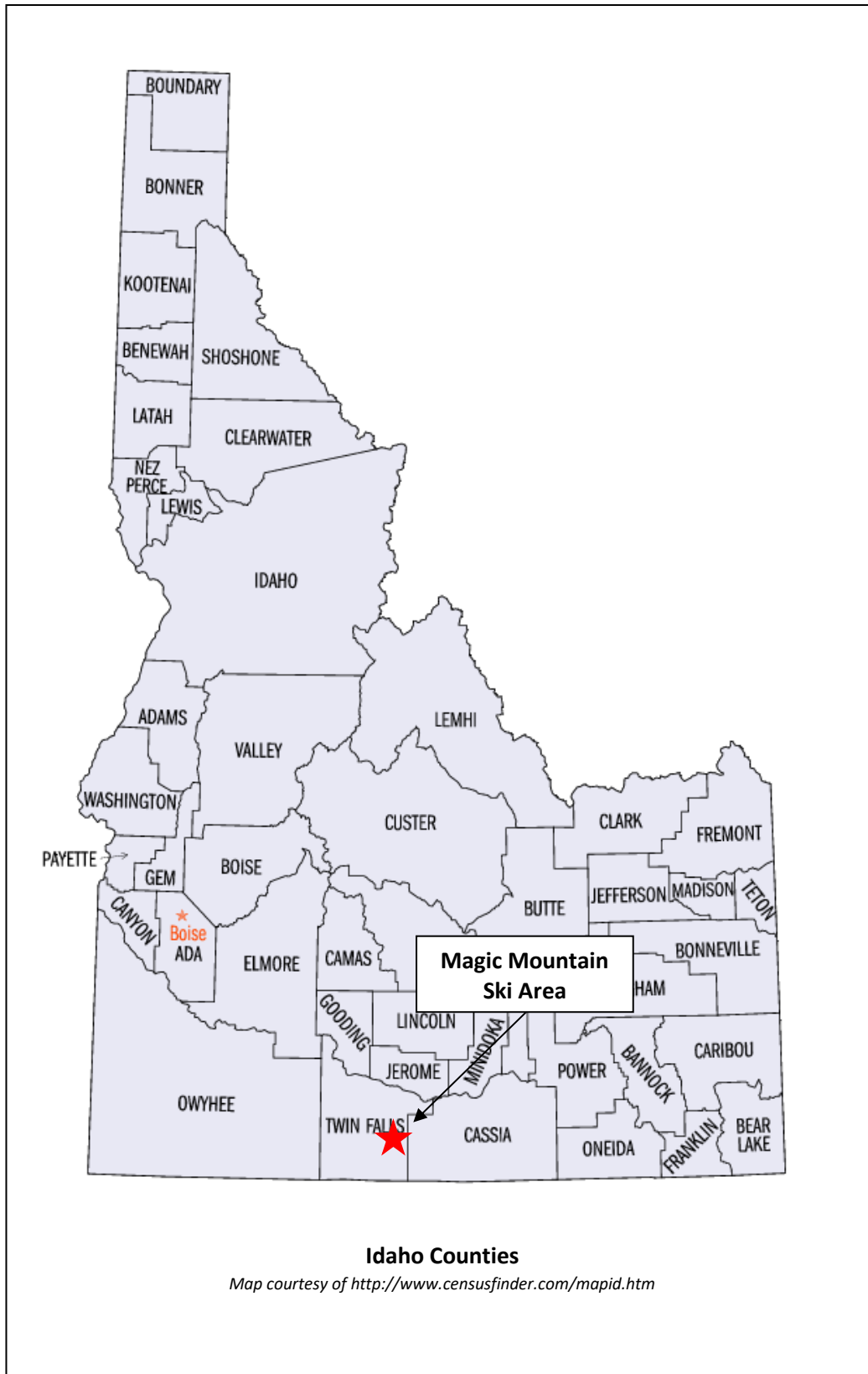
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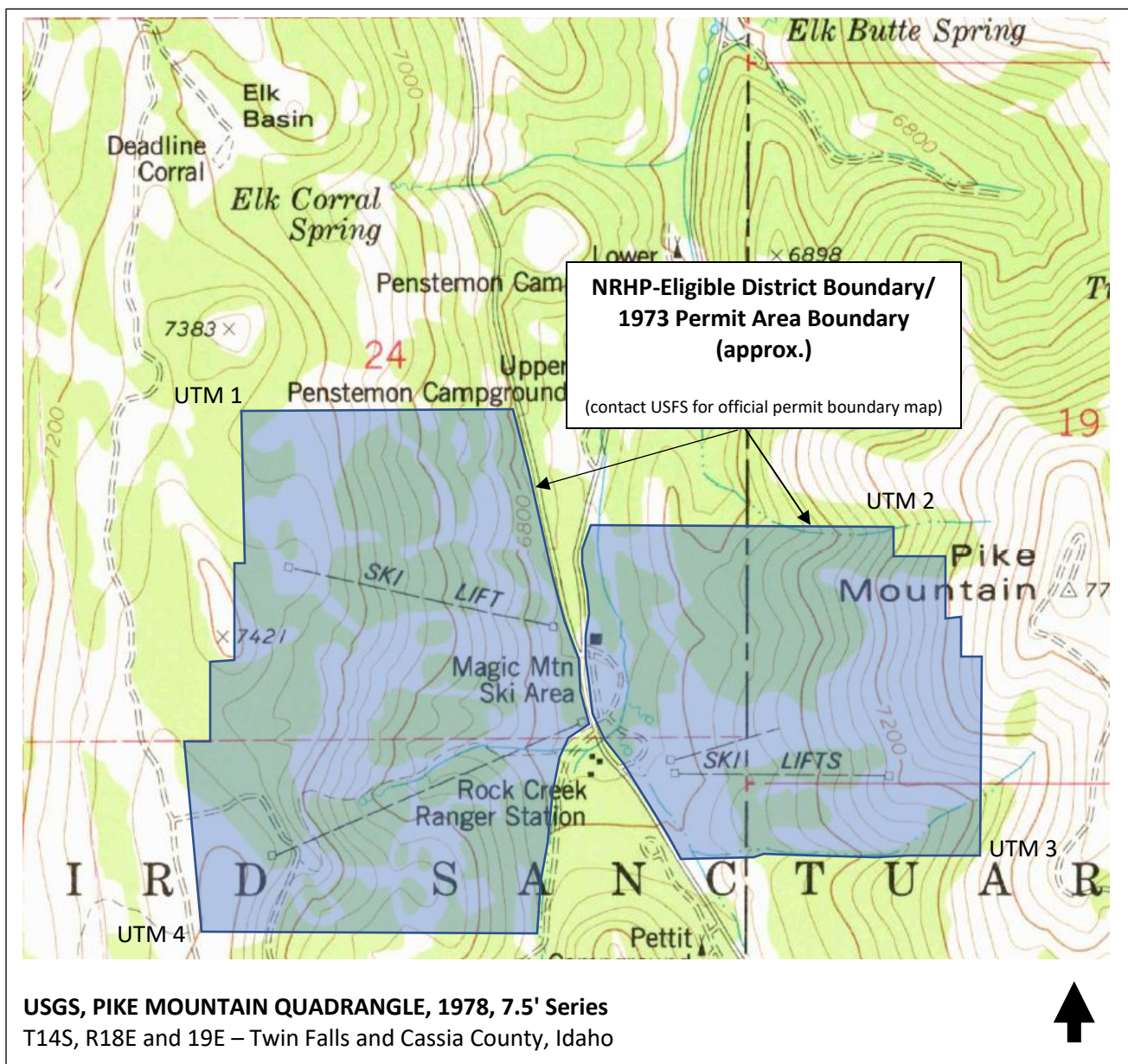
Wilson, Richa. *Historic Landscapes of Forest Service Administrative Sites in the Intermountain Region*, (USDA, Forest Service, Intermountain Region), January 2010.

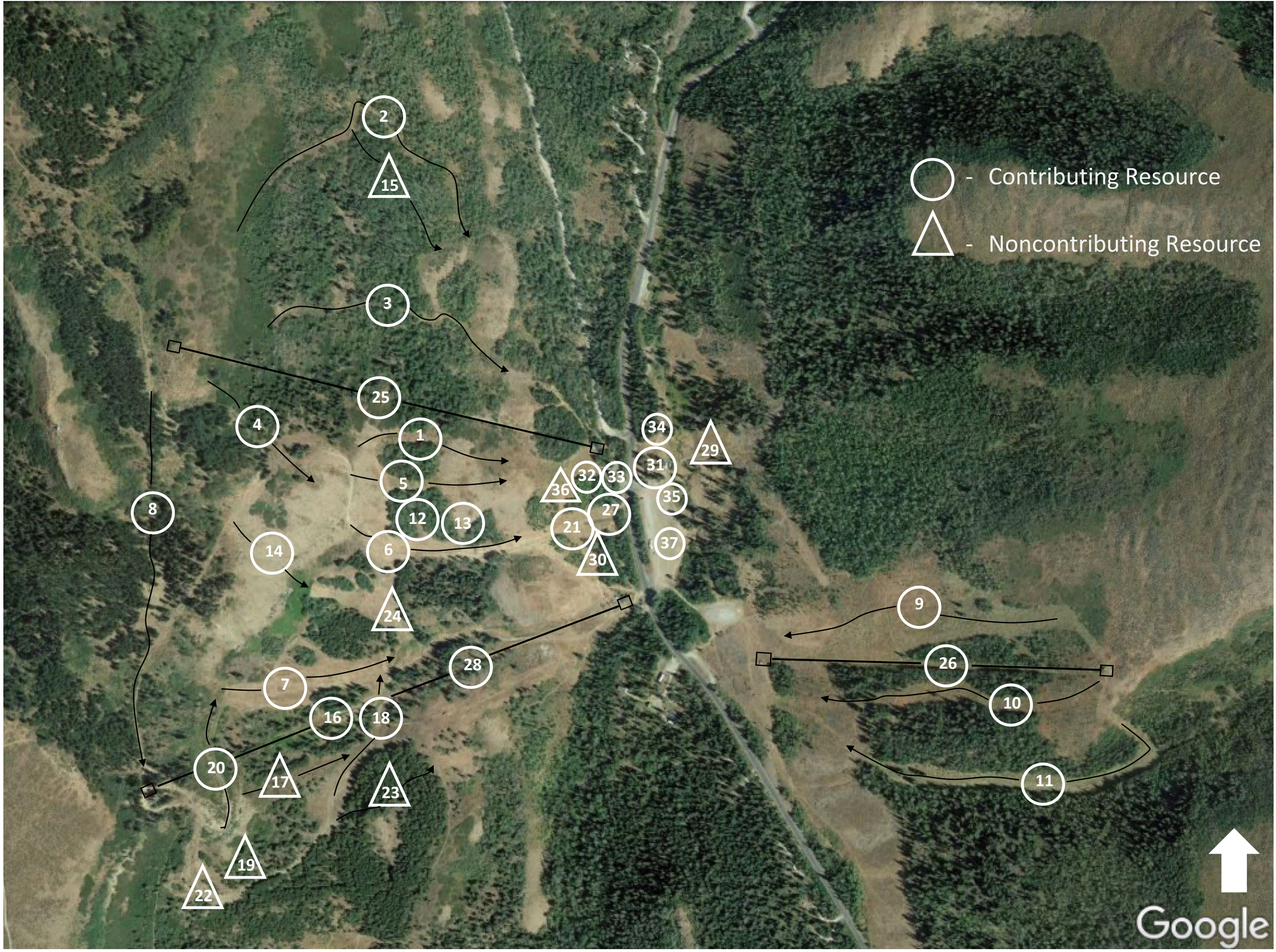
Wilson, Richa. *Privies, Pastures, and Portables: Administrative Facilities of the Humboldt-Toiyabe National Forest, 1891-1950* (USDA, Forest Service, Intermountain Region, Humboldt-Toiyabe National Forest) December 2001.

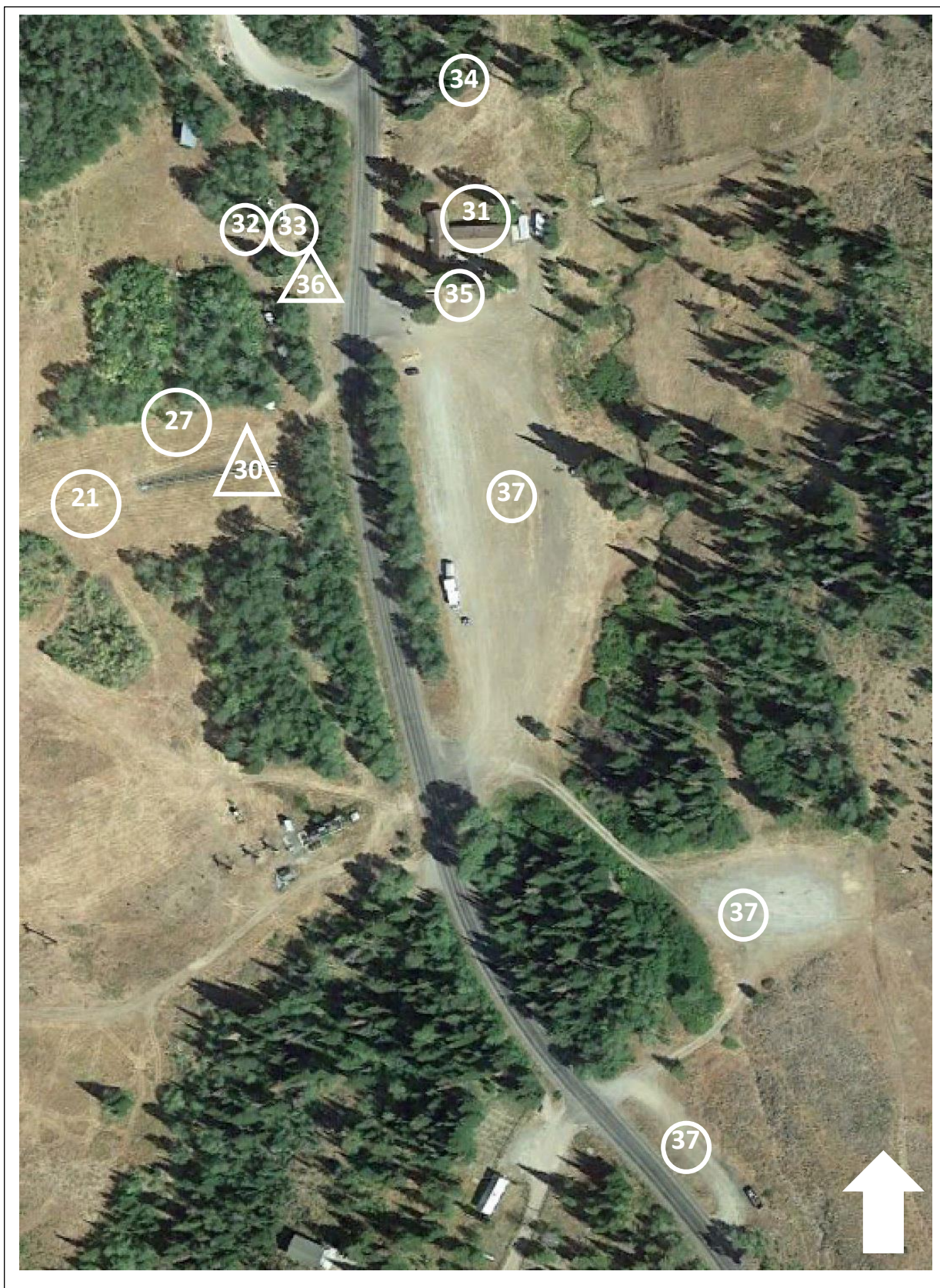
Works Progress Administration, Federal Writers' Projects. Idaho: A Guide in Word and Picture. Caldwell, Idaho: Caxton Printers, 1937.

MAPS









PHOTOS - PROPERTY OVERVIEW



1. View E from Double Chairlift (Resource #28) toward Pike Mountain, August 2016
Note clear visibility of School Slopes (#9), Middle Fork (#10), and Back Bowl (#11) in distance



2. View W from the top of School Slopes (#9) toward Magic Mountain slopes, August 2016
Note clear visibility of various runs



3. View E of main base area from the bottom of South Slope-Gulch (#6), August 2016
Note Magic Carpet Lift and Run (Resource #21, #30) at left, Double Chair Lift (Resource #28) base station at right foreground, and distant Pike Mountain runs (background right)



4. View NE across valley and base area toward Pike Mountain, August 2016
Note Terrain Park at right



5. Day Lodge (#31), view S-SE, August 2016



6. Poma Platter Surface Lift (#26) base station, view E-NE toward School Slopes (#9), August 2016

PHOTOS – SKI TRAILS



7. Claude's Run (#01), view W-NW from School Slopes (#9), August 2016



8. Claude's Run (#1), aerial view, courtesy GoogleEarth, 2017





9. Novice (#03), August 1978
Courtesy USFS Minidoka Ranger District, Burley



10. Novice (#02), aerial view, courtesy GoogleEarth, 2017





11. Nose Dive (#03), August 1978
Courtesy USFS Minidoka Ranger District, Burley

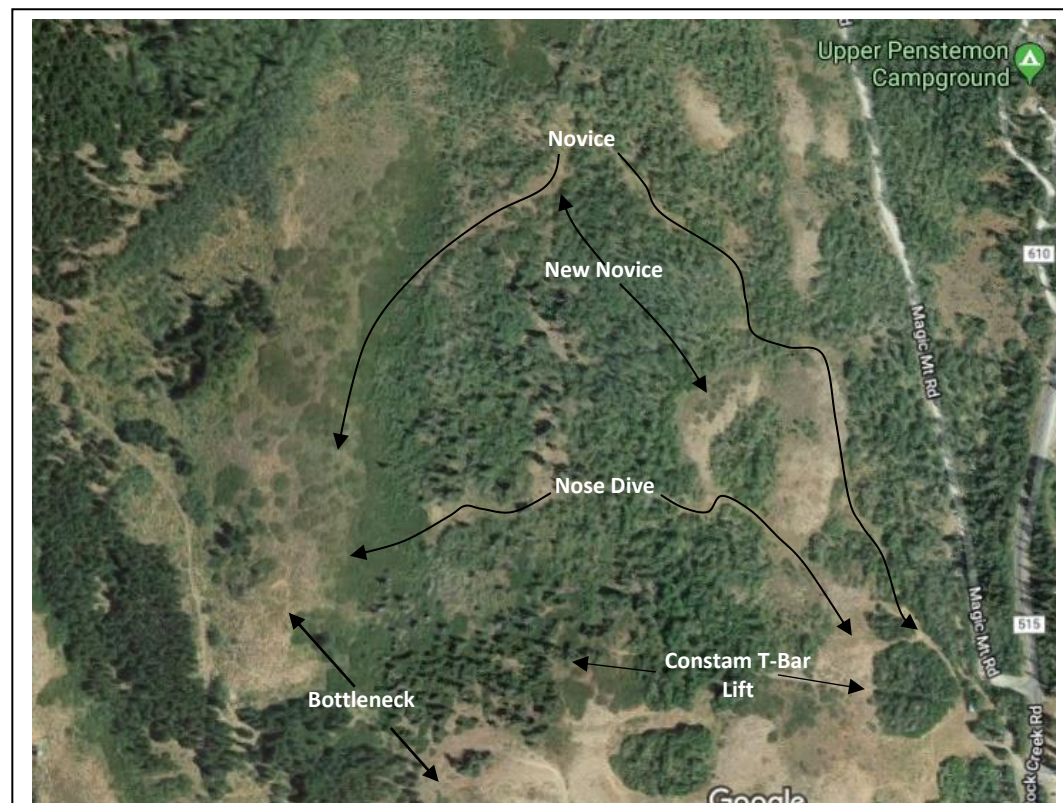


12. Nose Dive (#03), aerial view, courtesy GoogleEarth, 2017





13. Bottleneck (#04), August 1978
Courtesy USFS Minidoka Ranger District, Burley



14. Bottleneck (#04), aerial view, courtesy GoogleEarth, 2017





15. Upper Face-Lower Face (#5), view W-NW from School Slopes (#9), August 2016



16. Upper Face-Lower Face (#05), aerial view, courtesy GoogleEarth, 2017





17. South Slope-Gulch (#06), view E downslope, August 2016



18. South Slope-Gulch (#06), view W upslope, August 2016



19. Magic Bowl (#07), view NE downslope, August 2016



20. Magic Bowl (#07), view NW upslope from Valley (#18), August 2016



21. Elk Basin Trail (#08), view N-NE from above Magic Bowl (#7), August 2016



22. Elk Basin Trail (#08), view S-SE from above Magic Bowl (#7), August 2016



23. School Slopes (#09), view W downslope, August 2016



24. School Slopes (#09), at left, view E upslope, August 2016



25. Middle Fork (#10), view W downslope, August 2016



26. Middle Fork (#10), view E upslope, August 2016



27. Back Bowl (#11), view W downslope, August 2016



28. Back Bowl (#11), view E upslope, August 2016



29. Little Dipper (#12), view N from South Slope-Gulch (#06), August 2016



30. Big Dipper (#13), aerial view, courtesy GoogleEarth, 2017

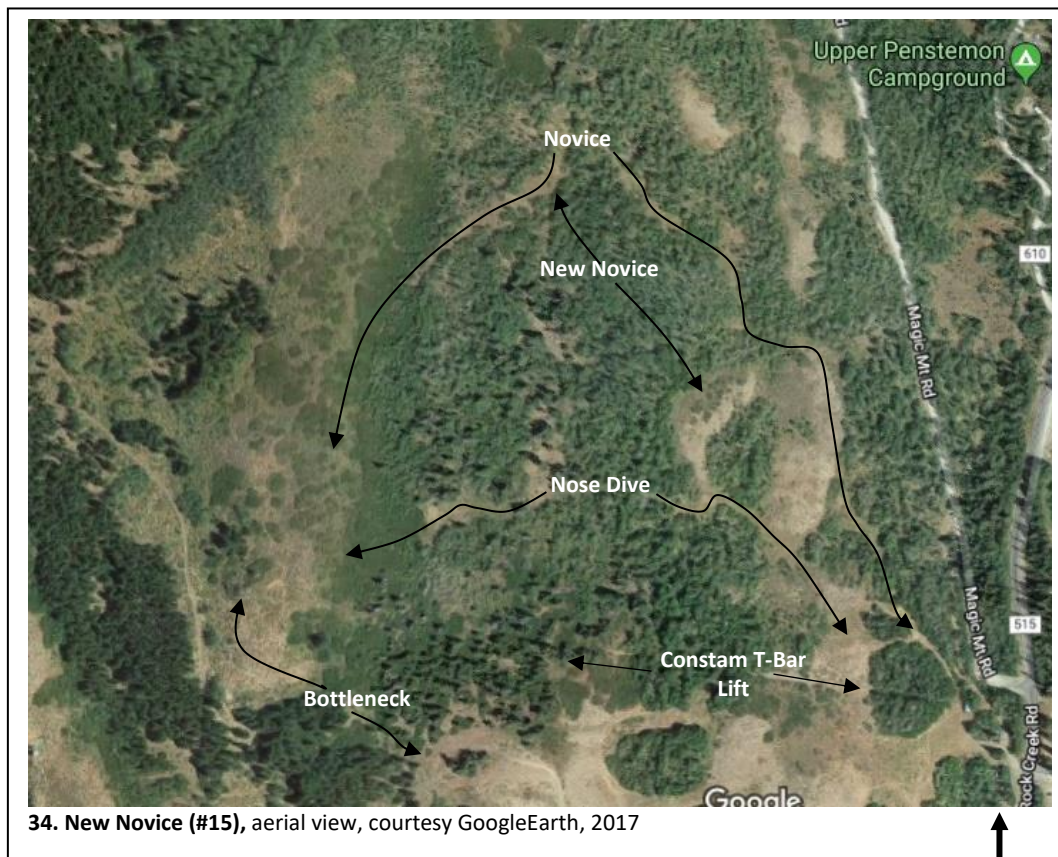




31. Ridge (#14), view N-NW from Shortswing (#17), August 2016



32. Ridge (#14), view W from School Slopes (#9), August 2016





35. Lift Line (#16), view NE downslope from Cattrack (#20), August 2016



36. Lift Line (#16), view SW upslope from Valley (#18), August 2016



37. Short Swing (#17), aerial view courtesy GoogleEarth, 2017



38. Short Swing (#17), view SW upslope, August 2016



39. Valley (#18), view S from Lift Line (#16), August 2016

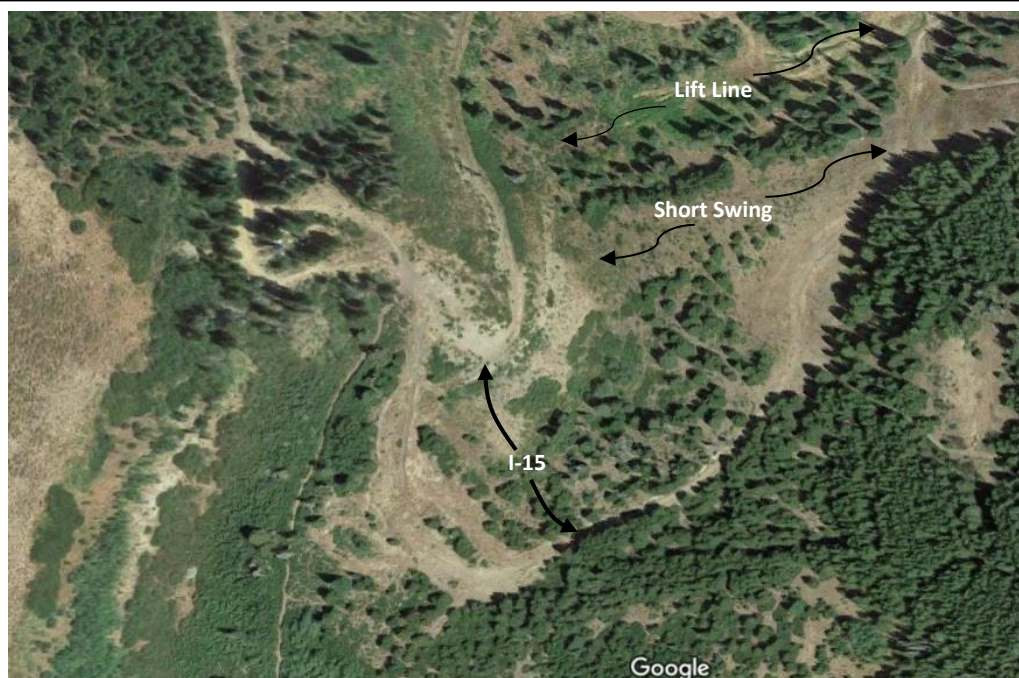


40. Valley (#18), aerial view courtesy GoogleEarth, 2017





41. I-15 (Resource #19), August 1978
Courtesy USFS Records, Minidoka Ranger District



42. I-15 (#19), aerial view courtesy GoogleEarth, 2017





43. Cattrack (#20), view N-NW toward Double Chairlift (Resource #28), August 2016



44. Cattrack (#20), view N-NW from near Lift Line (#16), August 2016



45. Magic Carpet Run (#21), view E downslope, August 2016



46. Magic Carpet Run (#21), view NW upslope, August 2016



47. Wizard (#22), view NE downslope, August 2016



48. Wizard (#22), view SW upslope from Valley (#18), August 2016



49. Mystery (#23), aerial view courtesy GoogleEarth, 2017



50. Mystery (#23), view S upslope from Terrain Park, August 2016



51. Potion (#24), view S-SE downslope, August 2016

PHOTOS – SKI LIFTS



52. Constam T-Bar Lift (#25), view NE of base station, August 2016



53. Constam T-Bar Lift (#25), view E-SE of base station, August 2016



54. Constam T-Bar Lift (#25), view SE of base station, August 2016



55. Constam T-Bar Lift (#25), view inside base station bull wheel mechanics, August 2016



56. Constam T-Bar Lift (#25), view E inside base station, operators' office, August 2016



57. Constam T-Bar Lift, aerial view of summit station, August 2016
Courtesy GoogleEarthPro



58. Poma Platter Surface Lift (#26), view E-NE of base station operators' shack, August 2016
Note: School Slopes (#9), background-right



59. Poma Platter Surface Lift (#26), view S of base station operators' shack, August 2016



60. Poma Platter Surface Lift (#26), view E of lift towers, August 2016



61. Poma Platter Surface Lift (#26), view NW of summit tower, August 2016



62. Poma Platter Surface Lift (#26), view NE of summit tower, August 2016



63. Poma Platter Surface Lift, view W-SW of summit station operators' shack, August 2016



64. Poma Platter Surface Lift (#26), abandoned summit station bull wheel structure, August 2016



65. Poma Platter Surface Lift (#26), view N of summit station operators' shack, August 2016



66. Mini-Magic Rope Tow (#27), view W of base operator's shack and towers, August 2016



67. Mini-Magic Rope Tow (#27), view NW of upper terminal tower, August 2016



68. Double Chair Lift (#28), view W-NW of base station, August 2016



69. Double Chair Lift (#28), view NW of base station, operators' shack, August 2016



70. Double Chair Lift (#28), view E-NE of base station, August 2016



71. Double Chair Lift (#28), view NE of base station, operators' shack, August 2016



72. Double Chair Lift (#28), view NE of summit station, August 2016



73. Double Chair Lift (#28), view NE of typical towers and chairs, August 2016



74. Double Chair Lift (#28), view N-NW of summit station operators' shack, August 2016



75. O'Conner Handle Tow (#29), view E of tubing hill (lift at right), August 2016



76. O'Conner Handle Tow (#29), view SE of base station, August 2016



77. Magic Carpet Lift (#30), view W upslope, August 2016

PHOTOS – BUILDINGS



78. Day Lodge (#31), view NE of primary (west) elevation, August 2016



79. Day Lodge (#31), view SE of primary (west) and part of north side elevation, August 2016



80. Day Lodge (#31), view SW of north (side) and east (rear) elevations, August 2016



81. Day Lodge (#31), view NW of south (side) and east (rear) elevations, August 2016



82. Day Lodge (#31), view S-SW inside south wing (typical original finishes), August 2016



83. Day Lodge (#31), view E inside rear addition, August 2016



84. Outhouse (#32), view NW, August 2016



85. Generator Building (#33), view SE, August 2016



86. Four-Unit Chemical Toilet (#34), view W, August 2016



87. Ski Shop (#35), view NE, August 2016



88. Generator Building (#33, at L), New Generator Building (#36, at R) view NE, August 2016

PHOTOS – LANDSCAPE FEATURES



89. Parking Area System (#37), view SE from Rock Creek Road (FS515), August 2016



90. Parking Area System (#37), aerial view, August 2016
Courtesy GoogleEarthPro



91. View NE of Terrain Park, August 2016

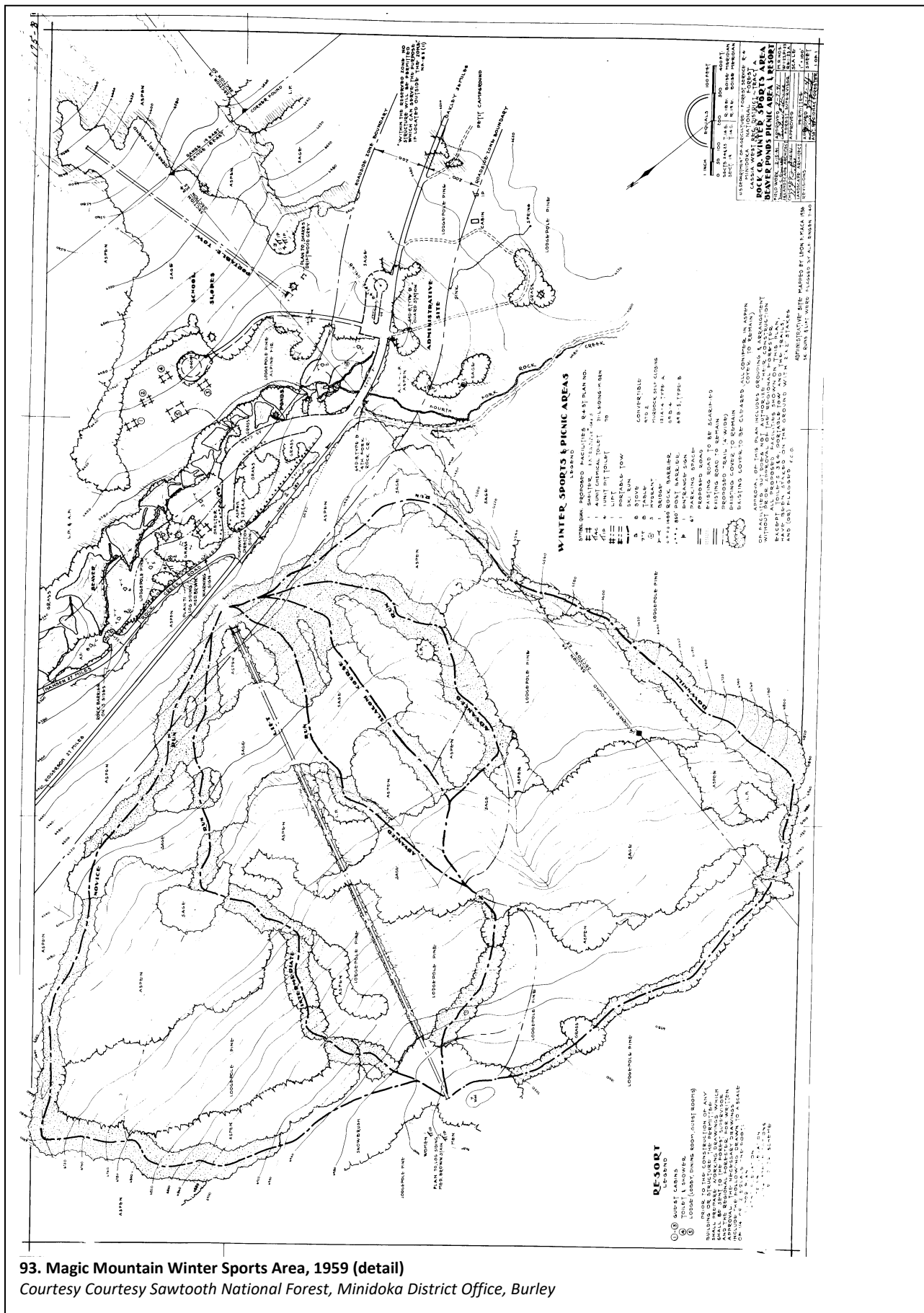


92. Aerial view, c.1970

Courtesy Sawtooth National Forest, Minidoka Ranger District, Burley

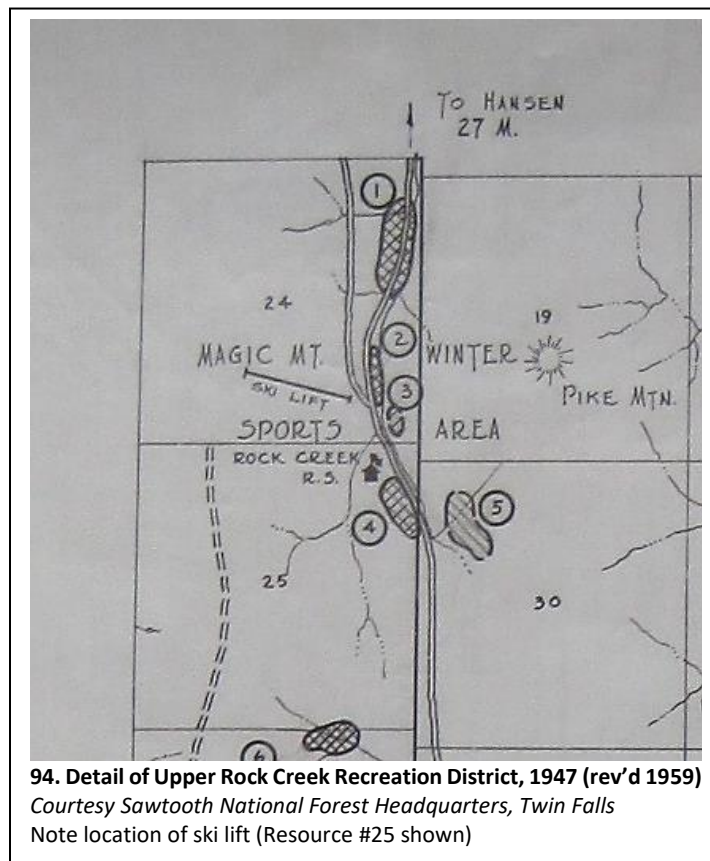
Note Parking Area System (#37) and no indication of ski jump or tubing hill behind Day Lodge (#31)

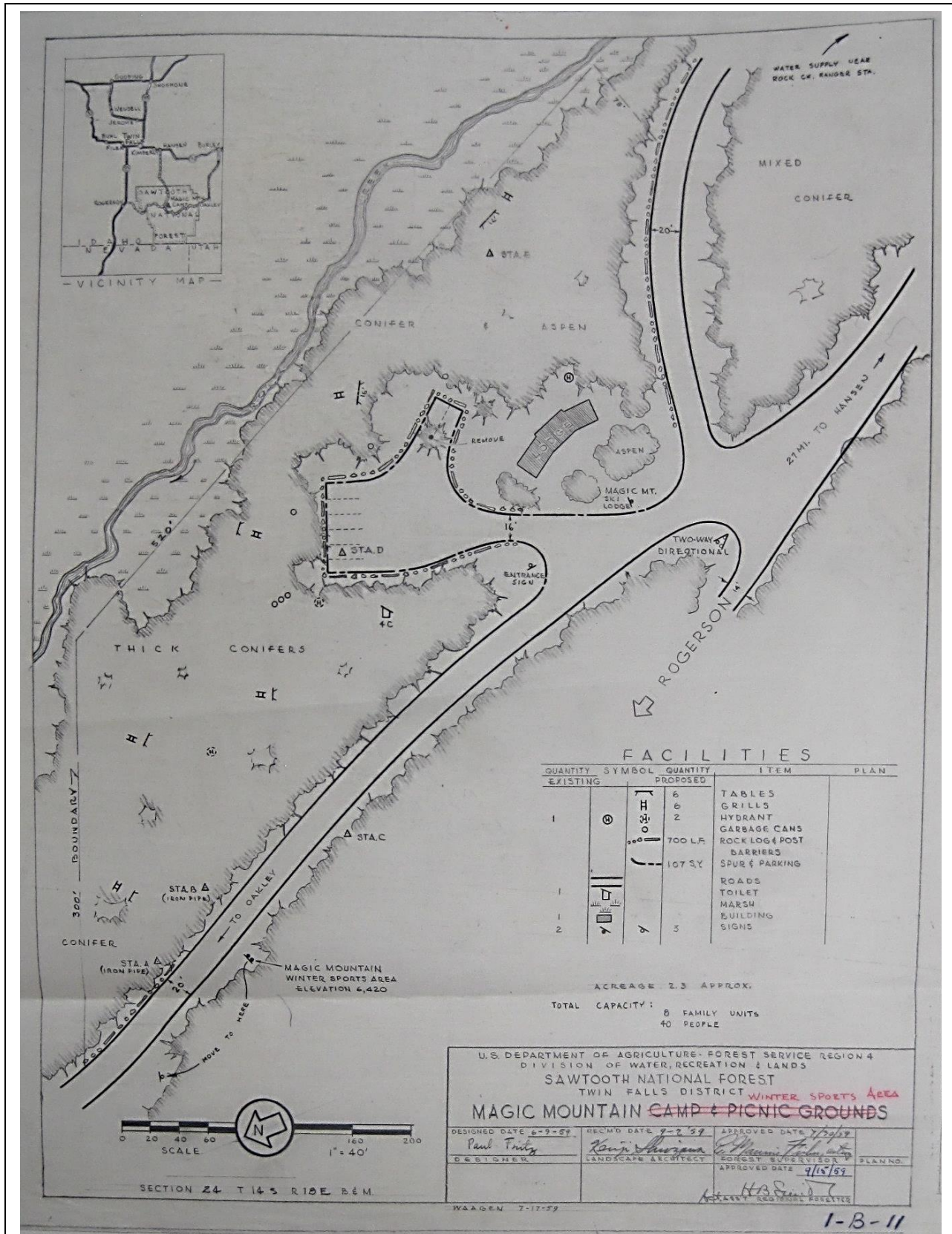
MAPS & PLANS – HISTORIC



93. Magic Mountain Winter Sports Area, 1959 (detail)

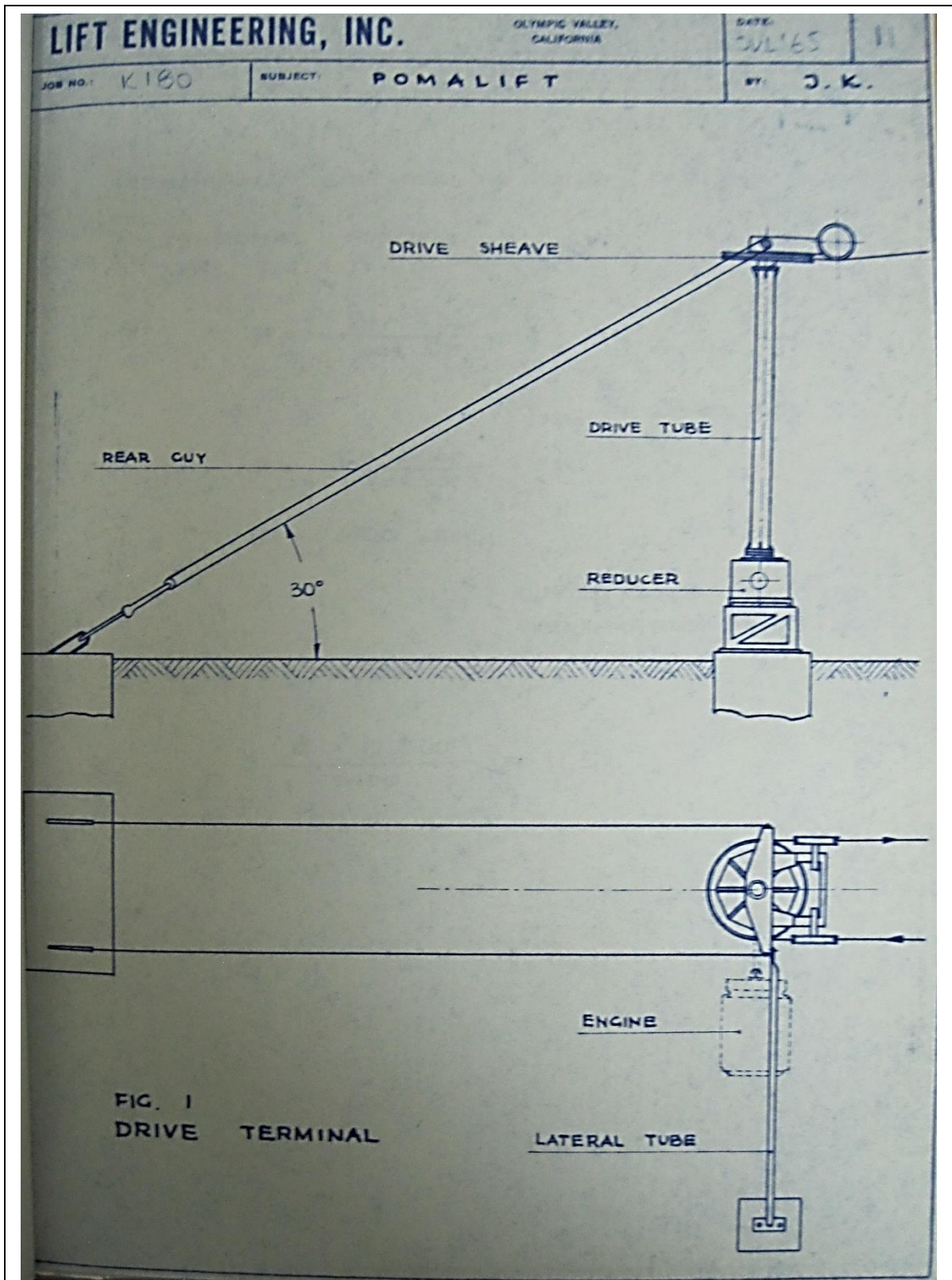
Courtesy Courtesy Sawtooth National Forest, Minidoka District Office, Burley



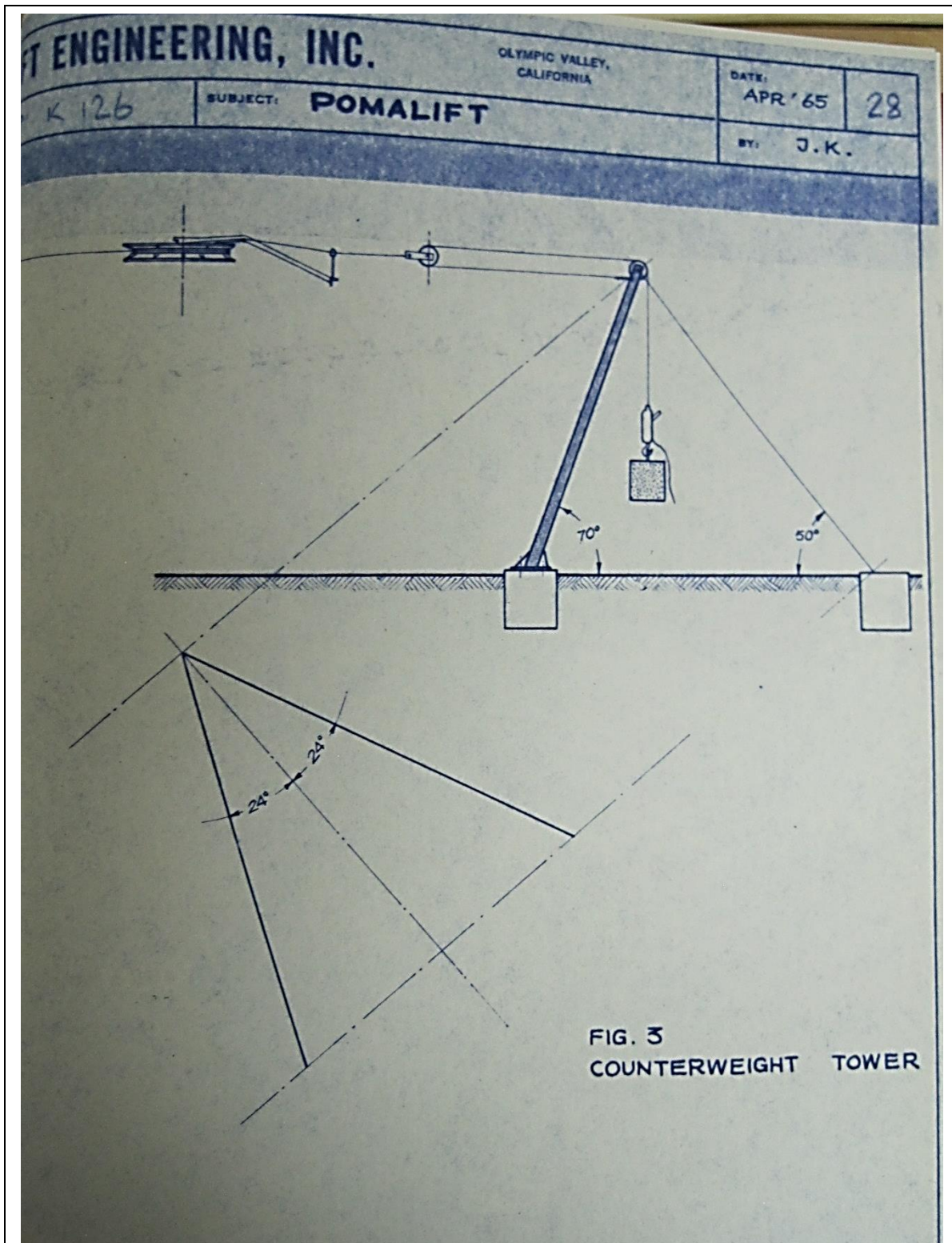


95. Magic Mountain Winter Sports Area, 1959 (detail)

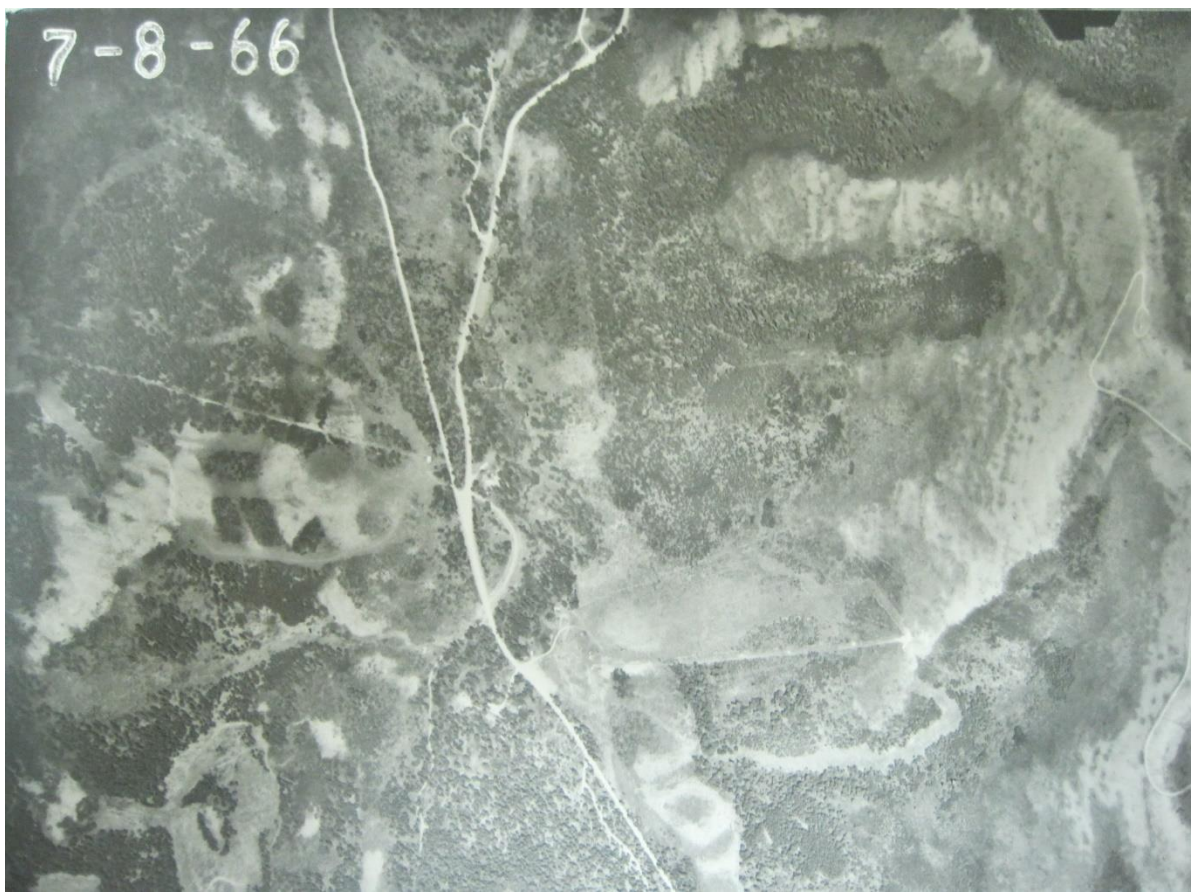
Courtesy Courtesy Sawtooth National Forest, Minidoka District Office, Burley



96. Original plans for Poma Platter Surface Lift (#26), 1965
Courtesy Sawtooth National Forest Headquarters, Twin Falls



97. Original plans for Poma Platter Surface Lift (#26), 1965
Courtesy Sawtooth National Forest Headquarters, Twin Falls



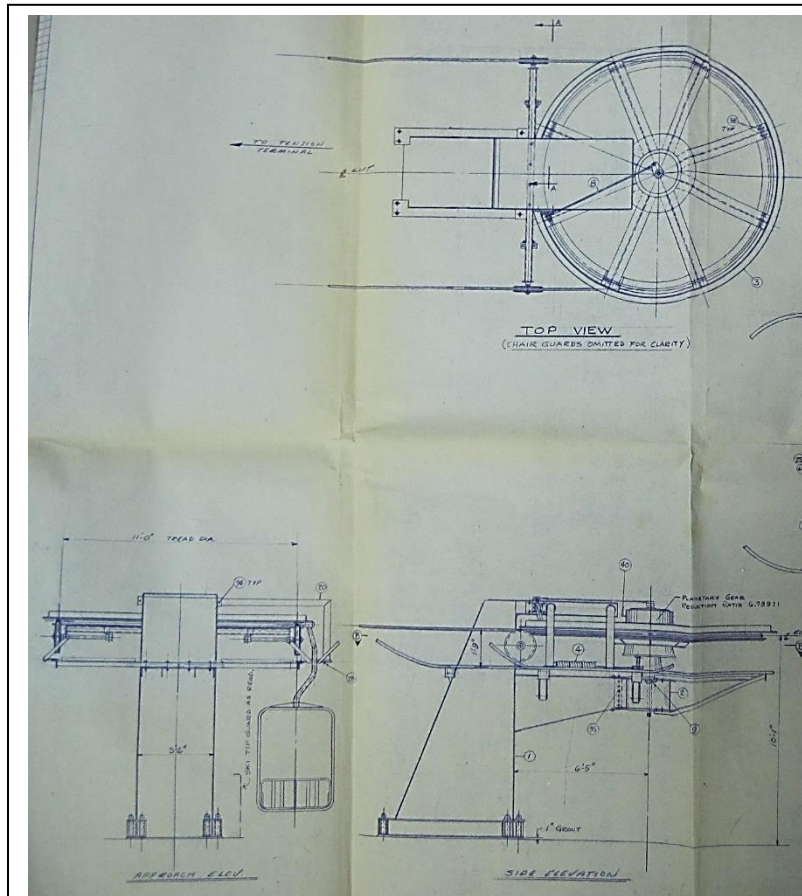
98. Aerial view, 1966

Courtesy Courtesy Sawtooth National Forest, Minidoka District Office, Burley



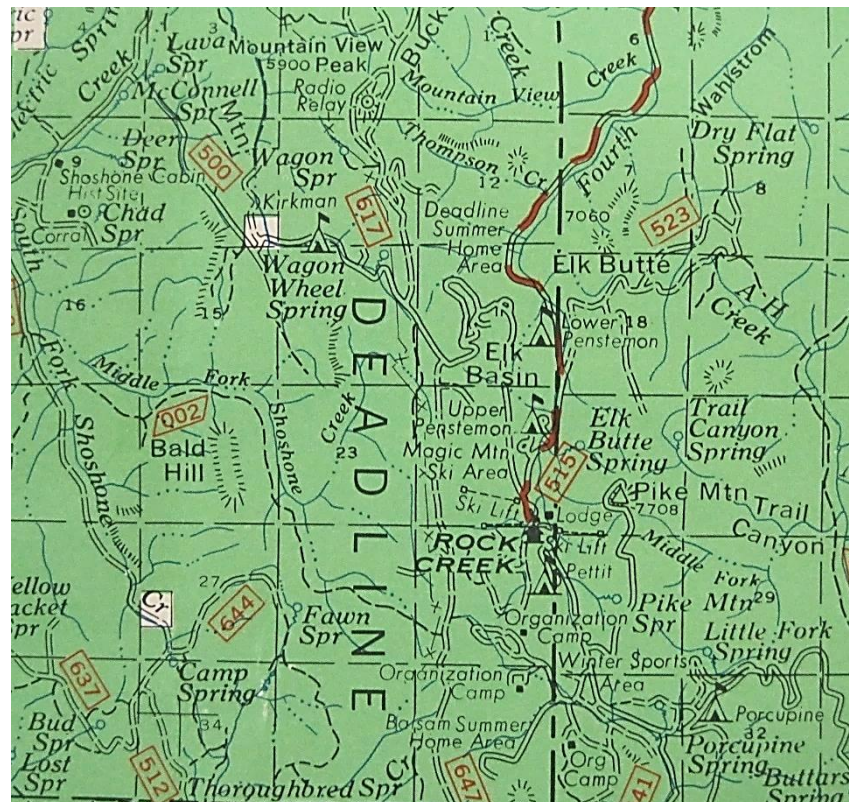
99. Magic Mountain Winter Sports Area, 1966 (detail)

Courtesy Courtesy Sawtooth National Forest, Minidoka District Office, Burley



100. Detail of original plans for Double Chairlift (#28), 1970

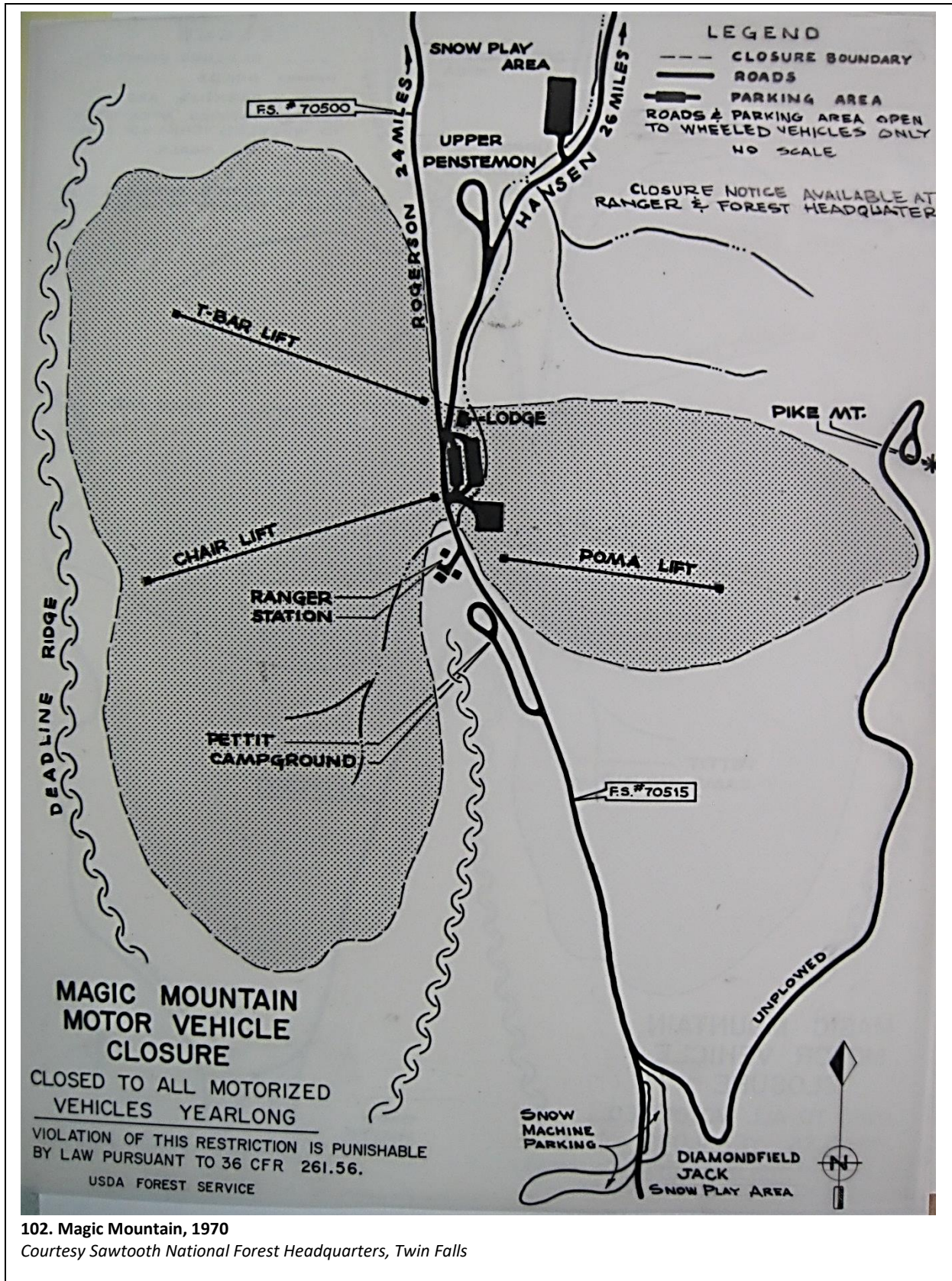
Courtesy Sawtooth National Forest Headquarters, Twin Falls



101. Detail of Sawtooth National Forest Map, 1970

Courtesy Sawtooth National Forest Headquarters, Twin Falls

Note location of ski lifts (Resources #25-#27 shown)



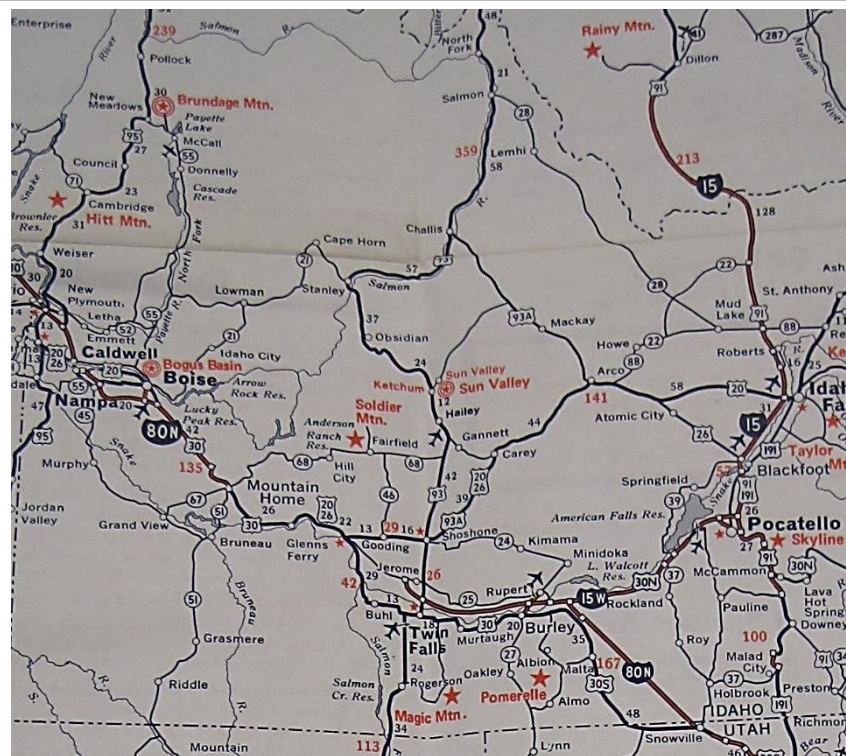
102. Magic Mountain, 1970

Courtesy Sawtooth National Forest Headquarters, Twin Falls



103. Aerial view, c.1970

Courtesy Courtesy Sawtooth National Forest, Minidoka District Office, Burley

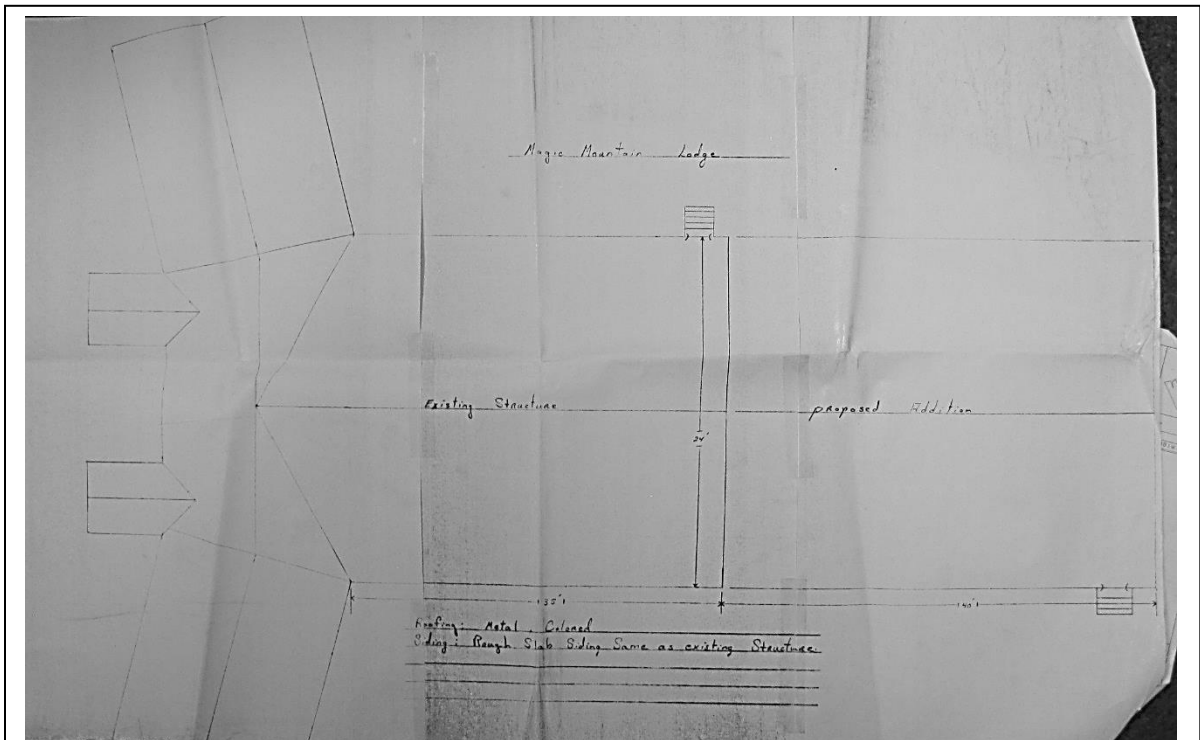


104. Detail of Western Ski Map and Winter Vacation Guide, 1972

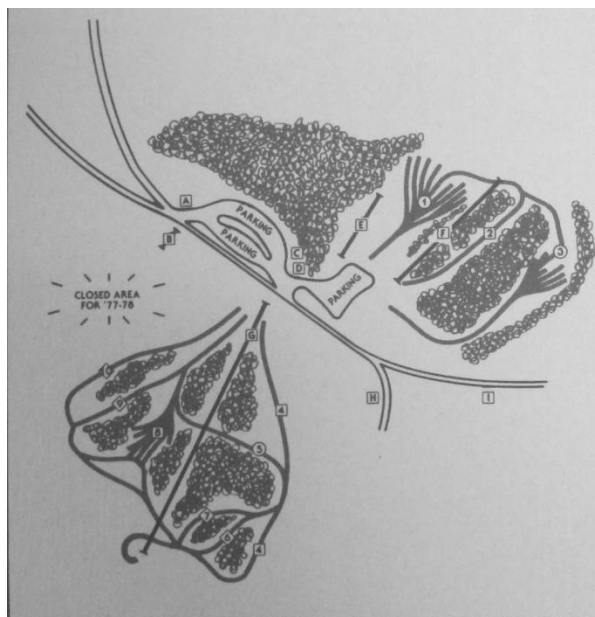


105. Magic Mountain Winter Sports Area, 1973 (detail)

Courtesy Courtesy Sawtooth National Forest, Minidoka District Office, Burley



106. Magic Mountain Day Lodge (#31), c.1973 addition sketch plan (detail)
 Courtesy Sawtooth National Forest Headquarters, Twin Falls



Ski Runs

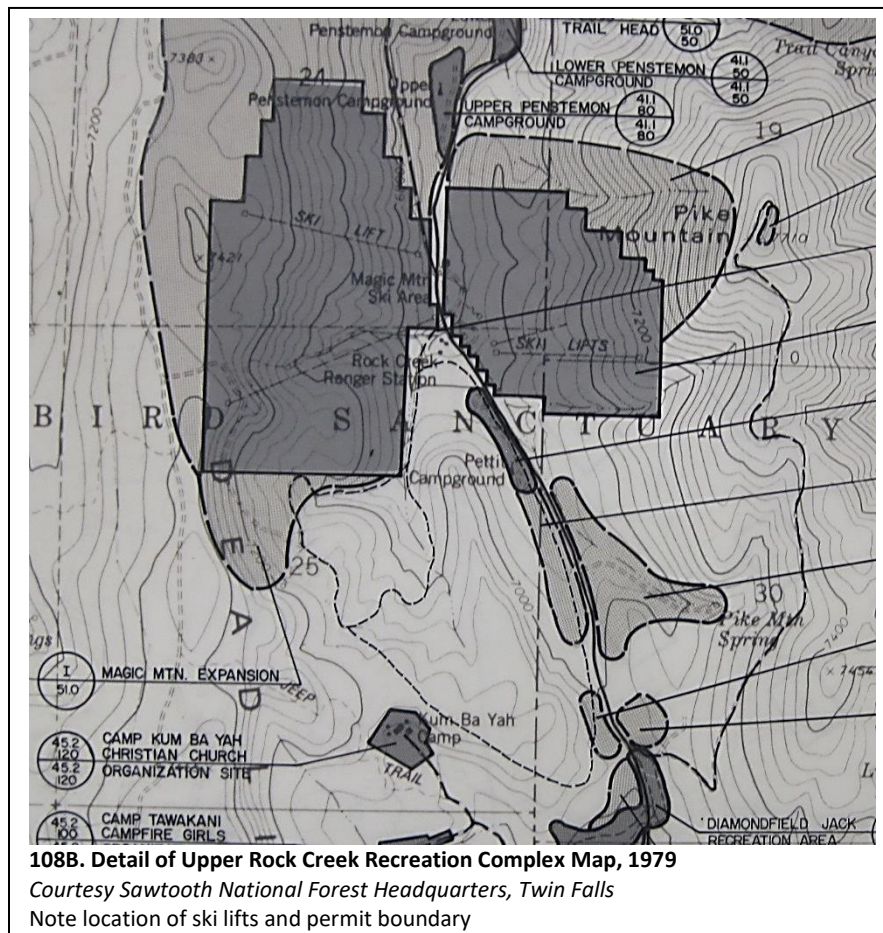
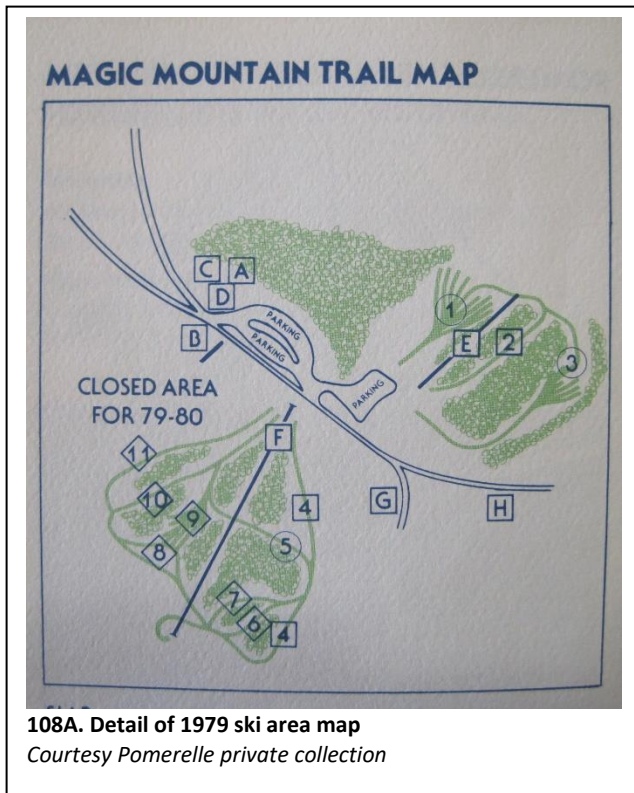
- | | |
|------------------|-----------------|
| ○ 1. Open Sesame | ◇ 6. Witch |
| □ 2. Hocus | ◇ 7. Tricky |
| ○ 3. Pocus | □ 8. Magic Bowl |
| □ 4. Wizard | ◇ 9. Soccerer |
| ○ 5. Lucky Piece | ◇ 10. Spell |

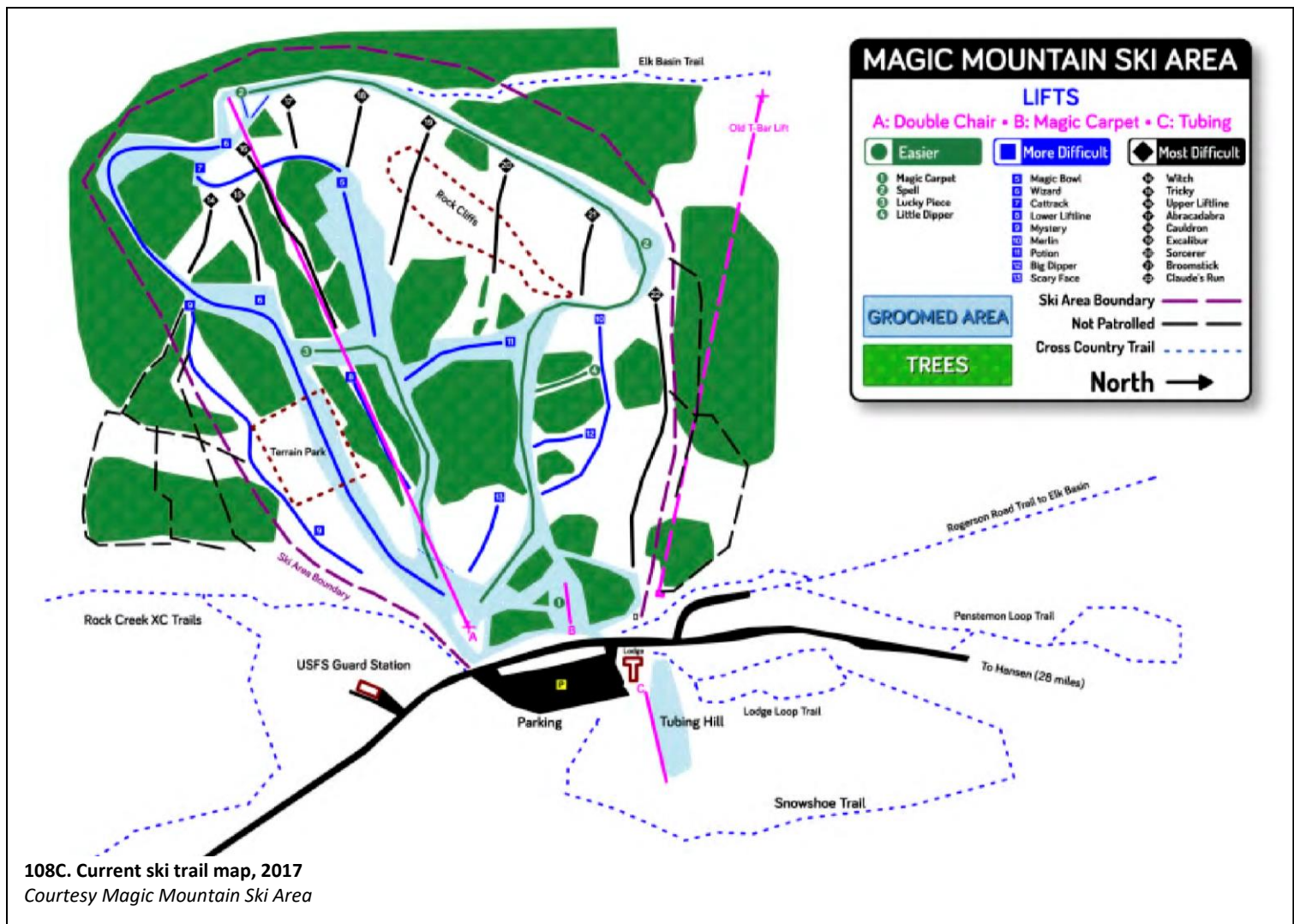
107. Detail of 1977 ski area map
 Courtesy Pomerelle private collection



108. Aerial view, 1978

Courtesy Courtesy Sawtooth National Forest, Minidoka District Office, Burley





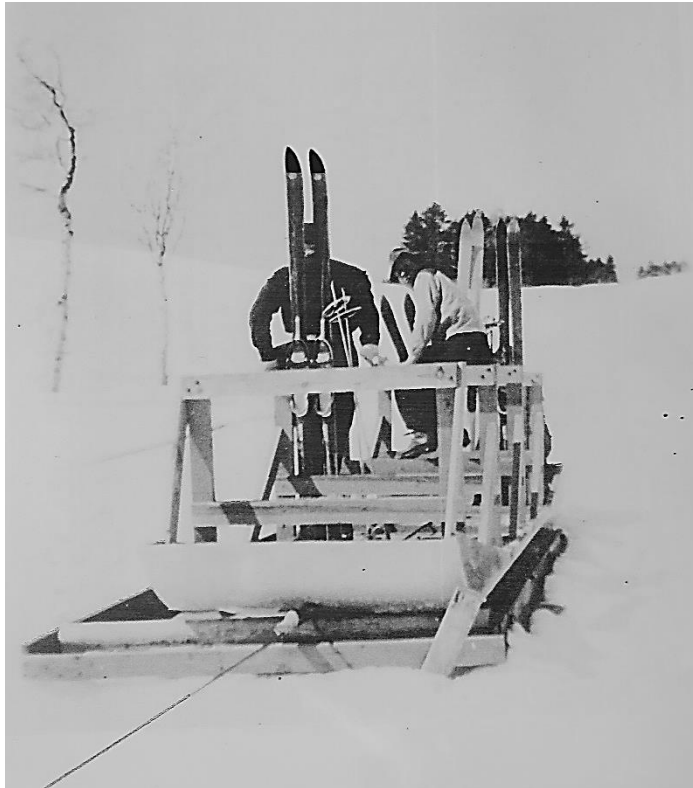
PHOTOS – HISTORIC



109. Temporary warming hut, 1939-1940. (Nonextant)
Courtesy Phil Jones Private Collection, Salt Lake City



110. Original sled tow engine shelter, c.1940 (Nonextant)
Courtesy Phil Jones Private Collection, Salt Lake City



111. Original sled tow, c.1940 (Nonextant)
Courtesy Phil Jones Private Collection, Salt Lake City



112. Day Lodge (#31), featured on 1940s greeting postcard
Courtesy Phil Jones Private Collection, Salt Lake City



113. Day Lodge (#31), 1940s
Courtesy Phil Jones Private Collection, Salt Lake City



114. Day Lodge (#31), 1940s
Courtesy Phil Jones Private Collection, Salt Lake City



115. Day Lodge (#31), 1940s

Lucile Jones (at left) and Claude Jones (standing at right)

Courtesy Phil Jones Private Collection, Salt Lake City



116. Day Lodge (#31), 1940s. View NW in north wing

Courtesy Phil Jones Private Collection, Salt Lake City



117. Day Lodge (#31), 1940s, view SW in south wing
Courtesy Phil Jones Private Collection, Salt Lake City



118. Constam T-Bar Lift (#25), base station during construction, 1948
Courtesy Phil Jones Private Collection, Salt Lake City



119. Constam T-Bar Lift (#25), summit station during construction, 1948. *Courtesy Phil Jones Private Collection, Salt Lake City*



120. Constam T-Bar Lift (#25), c.1949
Courtesy Phil Jones Private Collection, Salt Lake City



121. Constam T-Bar Lift (#25), c.1949

Courtesy Phil Jones Private Collection, Salt Lake City



122. View E from the top of Upper Face-Lower Face (#5) and South Slope-Gulch (#6), c.1950

Courtesy Phil Jones Private Collection, Salt Lake City



123. View E from the top of Magic Bowl (#7), c.1950
Courtesy Phil Jones Private Collection, Salt Lake City



124. View W of Constam T-bar Lift (#25) summit station, 1950
Courtesy Phil Jones Private Collection, Salt Lake City



125. Parking Area, view N-NW (#37), 1950

Courtesy Phil Jones Private Collection, Salt Lake City



126. Ski School, 1950s, view W from Pike Mountain slopes

Bill Lash (far left) and Jim Brown (far right)

Courtesy Phil Jones Private Collection, Salt Lake City



127. Constam T-Bar Lift (#25), 1950s

Claude Jones (at left) and lift operator, Jack Spencer (background)

Courtesy Phil Jones Private Collection, Salt Lake City



128. Day Lodge (#31), 1950s

Courtesy Sawtooth National Forest Headquarters, Twin Falls

Note added gabled entrance porch



129. Skier on Upper Face-Lower Face(#05), March 1959
Courtesy Sawtooth National Forest Headquarters, Twin Falls



130. Constam T-bar Lift (#25), March 1959
Courtesy Sawtooth National Forest Headquarters, Twin Falls



131. Upper Face-Lower Face (#5), view E-NE downslope, March 1959
Courtesy Sawtooth National Forest Headquarters, Twin Falls



132. Magic Mountain slopes, view SW from Pike Mountain slopes, no date (most likely before 1965)
Courtesy Sawtooth National Forest, Minidoka District Office, Burley
Note Nose Dive (#3) and Claude's Run (#1) visible to each side of the Constam T-Bar Lift (#25)



133. Magic Bowl (#7), 1950s

Courtesy Phil Jones Private Collection, Salt Lake City



MACHINE USED to pack base snow at Magic Mountain ski area is shown here prior to being used on one of the runs. Lift control house is at right. The resort now is in operating order, according to the owners. (Times-News photo)

134. Snow packing equipment near Constam T-Bar Lift (#25), 1964

Courtesy Times-News (Twin Falls), December 6, 1964



135. School Slopes (#9), February 1965
Courtesy Sawtooth National Forest Headquarters, Twin Falls



136. Day Lodge (#31) (at right), Ski Shop (#35) (at left), February 1965
Courtesy Sawtooth National Forest Headquarters, Twin Falls



137. Advertisement in the *Twin Falls Times-News*, February 1965
Courtesy Phil Jones Private Collection, Salt Lake City



138. Advertisement in the *Twin Falls Times-News*, February 1965
Courtesy Phil Jones Private Collection, Salt Lake City



139. Construction of Poma Platter Surface Lift (#26), 1965
Courtesy Phil Jones Private Collection, Salt Lake City



140. Construction of Poma Platter Surface Lift (#26), 1965
Claude Jones (atop ladder)
Courtesy Phil Jones Private Collection, Salt Lake City



141. Construction of Poma Platter Surface Lift (#26), 1965
Claude Jones (at left)
Courtesy Phil Jones Private Collection, Salt Lake City



142. Construction of Poma Platter Surface Lift (#26), 1965

Note half track in background; Claude Jones (foreground)

Courtesy Phil Jones Private Collection, Salt Lake City



143. New Poma Platter Surface Lift (#26), 1965

Courtesy Phil Jones Private Collection, Salt Lake City



144. School Slopes (#9) and Poma Platter Surface Lift (#26), c.1965

Courtesy Phil Jones Private Collection, Salt Lake City



145. Poma Platter Surface Lift (#26), c.1965

Courtesy Phil Jones Private Collection, Salt Lake City





1-Unit Outhouses
(fragments reportedly
still extant on site)

148. School Slopes (#9) and Poma Platter Surface Lift (#26), March 1970

Note out houses to the right of the base station shelter
Courtesy Sawtooth National Forest Headquarters, Twin Falls



149. Double Chair Lift (#28), base station during construction, 1970-1971

Courtesy Phil Jones Private Collection, Salt Lake City



150. Double Chair Lift (#28), summit station, c.1971
Courtesy Phil Jones Private Collection, Salt Lake City



151. Magic Mountain Ski Area, c.1973 on-site review of ski area plan
Courtesy Sawtooth National Forest Headquarters, Twin Falls



152. Magic Mountain Ski Area, c.1983 Day Lodge (#31)
Courtesy Sawtooth National Forest Headquarters, Twin Falls