

# COME EXPLORE PARK CITY MOUNTAIN'S UNIQUE MINING HERITAGE



**3. JUPITER MINE - ORE BIN**  
For experts only, located at the base of West Face

**7. CALIFORNIA - COMSTOCK MINE**  
Where Keystone meets Jupiter Access on skiers left

**4. SILVER KING MINE - HEAD FRAME BUILDING**  
At the base of the Bonanza Express

**1&2. THAYNES MINE - HOIST HOUSE AND CONVEYOR GALLERY**  
Where Thaynes Canyon meets the bottom of Thaynes chairlift

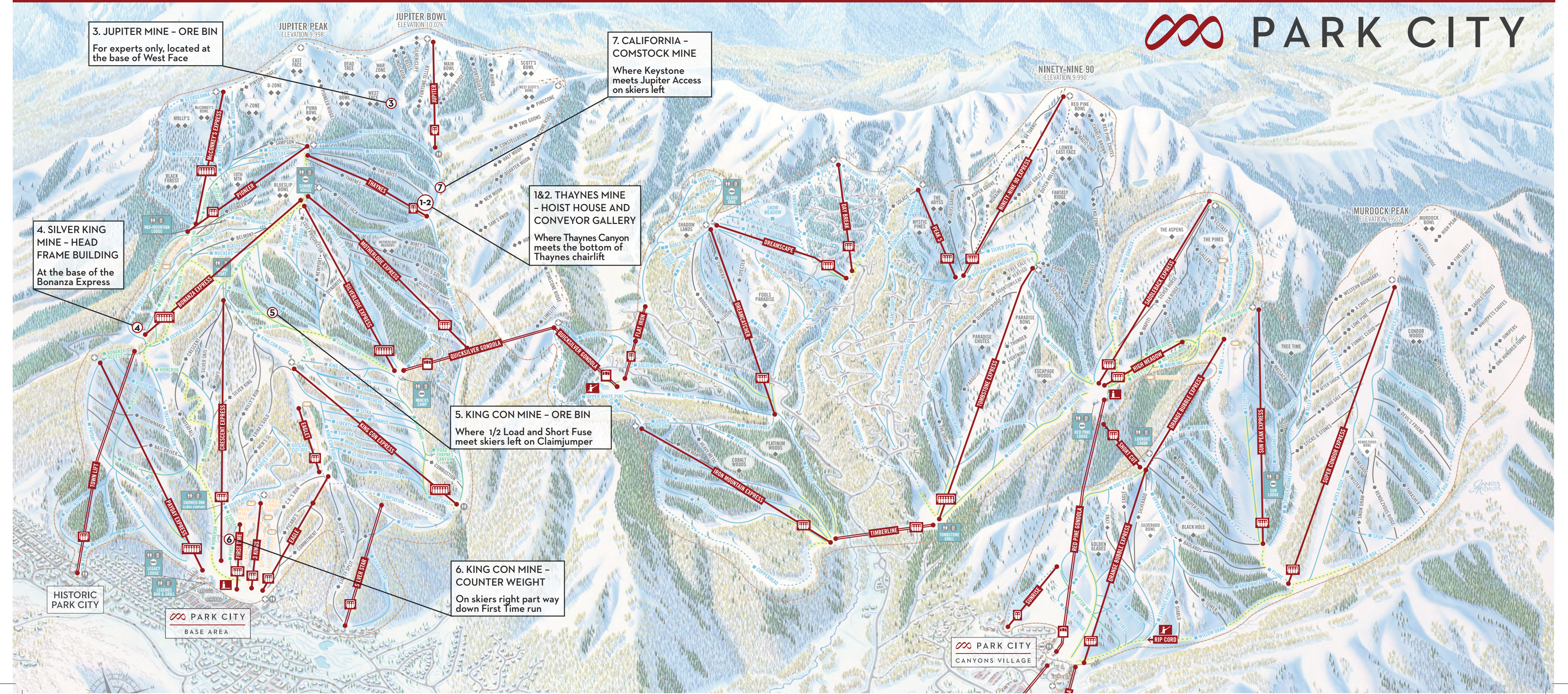
**5. KING CON MINE - ORE BIN**  
Where 1/2 Load and Short Fuse meet skiers left on Claimjumper

**6. KING CON MINE - COUNTER WEIGHT**  
On skiers right part way down First Time run

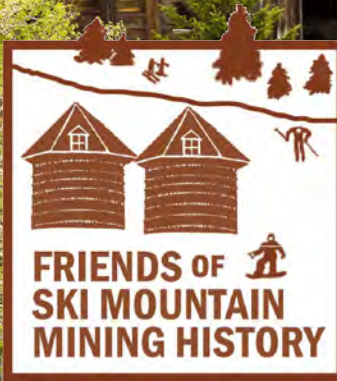
HISTORIC PARK CITY

PARK CITY  
BASE AREA

PARK CITY  
CANYONS VILLAGE



# — SELF-GUIDED TOUR OF — PARK CITY MOUNTAIN'S MINING HISTORY



#SkiMiningHistory

IN PARTNERSHIP WITH:



## MISSION

Friends of Ski Mountain Mining History seek to stabilize and preserve the legacy of historic mining structures.

## WHO WE ARE

We are local Park City residents, tourists and friends who cherish mountain skiing and the historic mine sites. Of the 70 mines which once operated in Park City, about half are within the boundaries of Park City Mountain Resort. Many of the mine sites are dilapidated and in immediate need of repair. It is important to us to preserve this rich mining legacy for future residents and visitors.

This map is a historic reference map only. This is not the official mountain trail map of the Park Mountain. This map should be used in conjunction with the official mountain trail map to make sure users access trails that meet their ability level.

## HOW CAN I HELP?

**DONATE:** Contributions will help fund the stabilization and preservation of these historic mining structures. Online donations can be made at: [skimininghistory.org](http://skimininghistory.org)  
**ATTEND:** We will have fundraising events throughout the year.  
**SHARE:** Please tell your friends and family about this effort. We need everyone's help to save our history.

## PRIORITY PROJECTS

Friends of Ski Mountain Mining History have committed to raising funds for the next five years to stabilize and preserve the following seven priority projects located at Park City Mountain.

## STEERING COMMITTEE MEMBERS

**FRIENDS OF SKI MOUNTAIN MINING HISTORY IS CO-CHAIRD BY:**  
**SALLY ELLIOTT**, Former Summit County Council member and historian  
**RORY MURPHY**, local business owner  
**SANDRA MORRISON**, Director, Park City Historical Society  
**OTHER MEMBERS INCLUDE:**  
**RON BUTKOVICH**, Chairman of the Board, Park City Historical Society  
**ROBBIE BECK**, local business owner  
**KRISTIN KENNEY WILLIAMS**, Vice President, Mountain Community Affairs, Vail Resorts, Inc.  
**MARIANNE CONE**, artist, former Executive Director of the Park City Historical Society

## 1. THAYNES MINE - HOIST HOUSE



The Thaynes Shaft complex was built in 1937 by the Silver King Mine to explore for new ore. It consisted of a boarding house (recently collapsed), change rooms, headframe, hoist, adjacent silos and a conveyor for waste rock. When Treasure Mountain Resort opened they used the Spiro Tunnel, West End Tunnel and Thaynes Shaft as a Skier Subway from 1964-1969. Today Park City draws water from the tunnel just above the Park City Golf Course, three miles away. The two silos at the shaft house were built to hold ore, but none was ever found.

## 2. THAYNES MINE - CONVEYOR GALLERY



This enormous dump is the result of a futile exploration by the Silver King Coalition into barren ground. The conveyor took the waste rock from the shaft and tunnel system below and deposited it here on the dump.

## 3. JUPITER MINE - ORE BIN



Ore was loaded into horse-drawn wagons through the ore bin chutes. It was a wild ride downhill to a mill in town. This structure is all that remains of a mining complex that consisted of three tunnels into The West Face of Jupiter Bowl.

## 4. SILVER KING MINE - HEAD FRAME BUILDING



The Silver King Mine was the source of some of Park City's best stories and greatest fortunes. Closed since 1953, the shaft where the hoist house stands was begun about 1890 and is 1,450-feet deep. Fortunes made from this mine include that of Tom Kearns who arrived here penniless in 1883 and was elected US Senator in 1900; his home on South Temple Street is now the Governor's Mansion. This mine financed the lavish lifestyle of Susannah Egeria Bransford Emery Holmes Delitch Engalitchef, Utah's Silver Queen. David Keith came to the Ontario Mine to install the Cornish Pump and became President of this mine. John Judge, Jim Ivers and others made fortunes here. The mill down Woodside Gulch replaced the one that burned in 1921. The concentrator and bunkhouses were demolished long ago. It's interesting to note that the boarding houses and bunkhouses were the home of the United States Ski Team when they first moved to Park City in 1976.

## 5. KING CON MINE - ORE BIN



The Silver King Consolidated Mine's Bogan Shaft at 1800-feet deep sits adjacent to this large ore bin, which held ore awaiting shipment to the mill. The ore was first hauled by wagon or by the surface Crescent Tramway and later by the two-mile overhead King Con Tramway to mills below. The ore bin is all that remains of the once very large mine at this location. Solon Spiro acquired this mine before he began building the tunnel that goes from Silver Star above the Municipal Golf Course to the California Comstock Mine in Thaynes Canyon over three miles to the northeast.

## 6. KING CON MINE - COUNTER WEIGHT



Aerial "tramway" systems were the direct precursors of modern ski chairlift technology and revolutionized mining. By replacing horse drawn wagons with overhead buckets, ore could be transported from Park City's mountains year round and avoid the inconvenience of huge snowpack. The counterweight held boxes of heavy rocks that anchored the King Con Tramway overhead cable. Remnants of the tram towers can be seen if you look on the hillside to the right as you ride up the Crescent Chairlift.

## 7. CALIFORNIA - COMSTOCK MINE



The California-Comstock stamp mill has been deteriorating since 1917 when it was last remodeled. It could process 150 tons of ore per day and was operated by very few men. Solon Spiro's Tunnel lies 1700-feet underneath this. It is connected underground to the Thaynes Shaft via the West End Tunnel where skiers used to ride the Skier Subway to alight at Thaynes Lift in the early days of Treasure Mountain Resort.