COME EXPLORE PARK CITY MOUNTAIN’S UNIQUE MINING HERITAGE

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

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

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

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

6. KING CON MINE – ORE BIN
Where 1/2 Load and Short Fuse meet skiers left on Claimjumper

7. CALIFORNIA – COMSTOCK MINE
Where Keystone meets Jupiter Access on skiers left
SELF-GUIDED TOUR OF PARK CITY MOUNTAIN’S MINING HISTORY

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. Most 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 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.
ATTEND: We will be hosting 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 cycling 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 CHAIRED BY:
SALLY ELLIOTT, Former Summit County Council member and historian
RORY MURPHY, local business owner
SANDRA HARRISON-Shelton, Park City Historical Society
OTHER MEMBERS INCLUDE:
BON BUTROVICH-Chairman of the Board, Park City Historical Society
ROBBIE BECK, local business owner
KRISTIN KENNEY WILLIAMS, Senior Manager, Tourism, Park City Chamber of Commerce
MARIANNE CONE, artist, former Executive Director of the Park City Historical Society

PRIORITY PROJECTS

1. THAYNES MINE – HOIST HOUSE
The Thaynes Shaft complex was built in 1937 by the Silver King Mine to explore the West Face of Jupiter Bowl.

2. THAYNES MINE – CONVEYOR GALLERY
This enormous dump is the result of a futile exploration by the Silver King Mine. The conveyor has been removed from the shaft and tunnel system below and subjected to fire over 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. 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 headframe stood was begun about 1880 and 1,454-feet deep. Fortune made from this mine include that of Tom Kearns who arrived here penniless in 1883 and was elected US Senator in 1893.

5. KING CON MINE – ORE BIN
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 acquired this mine before he began building the tunnel that runs from Silver Star and was the first project to stabilize and preserve.

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 allowed the accommodation of large stamp mills. The counterweight building of heavy rocks that supported 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 Silver King Consolidated Mine’s Begus Shaft at 1,800-foot sits adjacent to this large ore bin, which held ore awaiting shipment to the mill. The ore was first hauled by wagon on the surface Escovedo Tramway and later by the two-mile oversteeping Con Tramway to mills below. This ore bin is all that remains 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 acquired this mine before he began building the tunnel that runs from Silver Star and was the first project to stabilize and preserve.

IN PARTNERSHIP WITH:

PARK CITY MUSEUM