

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 96000413

Date Listed: 4/25/96

Union Pacific Park City Branch RR Grade Summit
Property Name County

UTAH
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Ma J. W. [Signature]
for **Signature of the Keeper**

6/18/96
Date of Action

=====
Amended Items in Nomination:

Section No. 5: This nomination is amended to show that property category is structure, rather than site.

Section No. 10: The nomination is also amended to replace the last two sentences of the Verbal Boundary Description with the following:

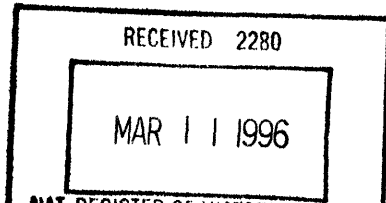
At Keetley Junction, the Phoston Spur proceeds southeast two-and-one-half miles, marking the south end of this spur. The other branch from Keetley Junction, called the Park City branch, travels southwest to a point east of Bonanza Drive in Park City, marking the southern boundary of this portion at mile marker 26.88. The legal description of the property can be found in a quit claim deed located at the Summit County Recorder's Office (60 N. Main, Coalville), Entry No. 142935, Book 209, Pages 582-590.

This information was provided by the Utah SHPO.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Form* (National Register Bulletin 16A). Complete this form by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Union Pacific Park City Branch Railroad Grade
other names/site number Historic Union Pacific Rail Trail State Park; Coalville and Echo RR, Summit County RR, Echo and Park City RR, Utah Eastern RR; Phoston Spur

2. Location

street & number railroad grade parallel to I-80 from Echo to Park City N/A not for publication
city or town N/A N/A vicinity
state Utah code UT county Summit County code 043 zip code N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Wil - M Signature of certifying official/title Date 3/6/96
Utah Division of State History, Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other. (explain:)

^{Cor} Signature of the Keeper Date of Action
M. J. ... 4/25/96

Union Pacific Park City Branch Railroad Grade
Name of Property

Park City, Summit County, Utah
City, County, and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
 public-local
 public-State
 public-Federal

Category of Property
(Check only one box)

- building(s)
 district
 site
 structure
 object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>0</u>		buildings
		sites
<u>1</u>		structures
		objects
<u>1</u>	<u>0</u>	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions)

TRANSPORTATION/pedestrian-related

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other WOOD, STONE, EARTH, METAL

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

X See continuation sheet(s) for Section No. 7

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 7 Page 1

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

Narrative Description

The Union Pacific Park City Branch Railroad Grade, built in 1873 and 1880-1, is located east of Salt Lake City. The grade runs parallel to the Weber River and to I-80 between Park City and Echo. A spur extends from Park City to Phoston, for a total distance of 29.36 miles in Summit and Wasatch counties.¹ The property varies in width from 50 to 100 feet. The rails and ties have been removed, however, the grade maintains its historic integrity.

The railroad grade begins in the town of Echo on the historic Union Pacific transcontinental line and passes through the towns of Coalville, Hoytsville, Wanship, Atkinson,² and Park City. The railroad grade consists of the primary grade, over 100 culverts, fifteen pile bridges, and one trestle bridge most of which appear to date from the historic period, 1873-1945.

The grade averages about thirteen feet in width and includes excavated drainage slopes extending three to five feet on each side. Depending on the terrain, cuts or fills were made to accommodate the railroad grade such as the one in Coalville and near the Echo trestle. The grade from Echo to Monroc (a few miles northwest of Park City) is formed of packed and well-settled dirt with some remaining coal dust and railroad ballast on the surface. The majority of the railroad ballast, approximately two inches of coarse one-half to three inch diameter volcanic and crushed rock, was moved to the sides of the grade with a tractor and rake. Eventually, the grade will be covered with smaller crushed rock to create a harder and smoother riding surface. The entire portion of the grade from Monroc to Park City has been covered with six to eight inches of topsoil and ten inches of compacted road base to cover mine tailings.³

Most of the culverts along the grade appear to have been built and/or modified during the historic period. However, because of the railroad's program of continual maintenance, some of the culverts may have been repaired completely or in part with modern materials. The culverts were constructed using various materials and configurations that included wooden box culverts and pipe culverts made with metal, vitreous clay, and reinforced concrete.

The fifteen historic pile bridges were constructed of wood railroad ties over square beams supported by round and/or square wood columns, all treated with creosote. Steel bolts, some of which have a star pattern in the end and appear to date from the historic period, connect the railroad ties with the

¹ The property consists of two railroad lines that intersect at Keetley Junction: 26.86 miles of the Park City Branch from Echo (milepost 0.02) to Park City (milepost 26.88) and the 2.5-miles Ontario Branch, also known as the Phoston Spur, between Keetley Junction (milepost 0.0) and Phoston (milepost 2.5).

² In Atkinson, there was a loading area for mine tailings that were sent to smelters in Salt Lake City for processing and flux. The structures that existed at the loading area were removed for reasons of safety.

³ In an agreement with the Environmental Protection Agency, this was deemed an adequate mitigation procedure to obviate any potential health hazard to trail users.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 7 Page 2

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

columns. In 1990 the bridges from Echo Dam to milepost 26.88 were modified with the addition of pressure-treated decking and the installation of side rails for the protection of trail users. All the bridges are historic and remain intact under the modifications, are in good condition due to the railroad's program of continual maintenance, and maintain their integrity.

The trestle bridge, spanning a frontage road to I-80 in Echo at the north end of the trail, remains unimproved and fenced off from public access. The trestle consists of a roadbed of wooden railroad ties topped with flat stringers. The central portion of the trestle is supported by metal beams and vertical columns, whereas, the outside portions were constructed of square wood beams and round wood columns. The trestle is in good condition overall but it is unknown whether changes to the trestle were made within the historic period. The trestle bridge just outside of Echo marks one end of the nominated grade.

Changes to the railroad grade occurred over time. A&K Railroad Materials purchased and removed the remaining rails and ties on the Park City Branch and the Phoston Spur in 1989, leaving the original rail grade, culverts, and bridges for public use. The buildings associated with the Chevron Chemical Corporation processing plant located at the end of the Phoston Spur were also removed in 1989.

The area surrounding the railroad grade consists of pastures, farms, streams, and a highway; and it retains a pastoral and rural appearance. Parallel barbed wire and cedar post fencing (most of which appears to date from the historic period) on both sides of the grade help to demarcate its position amidst the farmlike setting. Gates and small bridges periodically pierce the fencing to allow land owners access through the railroad right-of-way to surrounding pastures and land. The power lines, roads, and highway overpasses that occasionally cross the railroad grade do not detract from the overall rural setting of the trail.

In general, the features on this structure appear to have been built and modified during the historic period, 1873-1945. The railroad grade, culverts, and bridges are in good condition and retain their structural and visual integrity.

__ See continuation sheet

Union Pacific Park City Branch Railroad Grade
Name of Property

Park City, Summit County, Utah
City, County, and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" on one or more lines for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" on all that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

1880-1945

Significant Dates

1880, 1881, 1923, 1929

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

X See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

X See continuation sheet(s) for Section No. 9

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 3

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

Narrative Statement of Significance

The Union Pacific Park City Branch Railroad Grade, built in 1880-1 is significant under Criterion A for its association with the development of rail transportation in the area around Park City, Utah. It illustrates the competitive nature of the railroad construction process and its operations as one of two parallel lines built from Coalville to Park City. Additionally, it is related to the development of the mineral resources of the Wasatch mountain range and the efforts to further develop Salt Lake City and establish a viable economy. The railroad from Coalville to Echo was crucial in providing coal and power for the rapidly industrializing population. The line from Coalville to Park City spurred the development of mining in Park City, brought needed coal from Coalville to Park City, and transported ore to processing plants in various locations.⁴ The grade, culverts, and bridges within this property have retained their structural and visual integrity for the period of significance, 1873-1945.

Early History of Utah

Initially settled by the Mormons in 1847, Utah developed primarily as an agrarian economy. Mormon leaders believed in a planned and balanced economic development that stressed agriculture over mining and minimized outside trade. It was not until two decades after the initial Mormon settlement that mining and commercial activities were superimposed upon the agrarian economy primarily by non-Mormons and Mormon nonconformists.⁵

Several factors contributed to the prosperity of these mining and commercial activities. First, timber sources were being depleted and an affordable supply of coal was a necessity both for warmth and power and a cheaper, more efficient system of getting the coal to Salt Lake City was important. In 1858, coal was discovered in the Chalk Creek community, later named Coalville.⁶ Coalville was fifty miles from Salt Lake City through Silver Creek Canyon and Parley's Canyon by dirt toll road. Secondly, about ten years later, in November 1868, silver ore was discovered in Park City, Utah. A group of soldiers

⁴ Further research is needed to determine the destinations for the ore and the various processing locations.

⁵ These entrepreneurs quickly gained economic and political importance and fostered the development of Utah's mineral resources. Richard D. Poll and others, Utah's History (Logan: Utah State University Press, 1989), pp.193-94.

⁶ Coal had also been discovered in Cedar City and Sanpete County, but the distances from major population centers was too great to make these discoveries profitable for development.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 4

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

from Fort Douglas were prospecting in October and came across an outcropping of ore on Flagstaff⁷ Mountain east of Big and Little Cottonwood Canyons.⁸

One of the most significant developments occurred on May 10, 1869. The completion of the Transcontinental Railroad that joined the Central Pacific and the Union Pacific, and the west and east coasts of the United States, at Promontory Summit was one of the nation's greatest accomplishments and effected a monumental impact on America's development, binding the still-young country together and permanently solidifying its territory.

The influence of the railroad in encouraging settlement in the west cannot be understated. The remarkable expansion in the 1880s is shown in the comparison of census population maps of 1880 and 1890. In 1880 the frontier was still seen in definite form. By 1890 the strips of settlement united the east with the west. Railroads also encouraged immigration. Completion of the transcontinental lines were paralleled by the building of an immense number of smaller lines and feeders in the 1880s. Railroad mileage increased over 40,000 miles in the 1880s, more than what had been in existence prior to that time. "The whole significance of the eighties in western railroad history was their importance as a period of transition from pioneer conditions to those of the present day."⁹

In Utah a number of Mormon built railroads and extension lines were constructed to connect with the Transcontinental Railroad, thereby allowing greater access to Salt Lake City and needed mineral resources. Among those extension lines were the original Summit County Railroad and Utah Eastern Railroad lines, part of the development of the Echo to Park City railroad system. The Union Pacific Park City Branch Railroad Grade was part of this development and changing climate during the 1880s and is significant in portraying that period of development in the area around Park City.

Development of the Railroad Line from Echo to Park City and Phoston

The railroad grade between Echo and Park City was developed by a number of railroad companies, both long and short-lived. The line between Echo and Coalville was initially constructed by the Coalville and Echo Railroad Company (1869) and completed by the Summit County Railroad Company (1871-5) in 1873. Two competitive parallel lines were built between Coalville and Park City: the Utah Eastern Railroad Company¹⁰ (1879-83), built by private investors and completed in December 1880, and the

⁷ A storm was approaching and the soldiers were apprehensive about reaching shelter, so they quickly tied a bandanna around a "flagstaff" and placed it in the ground marking the location for a return trip in the Spring.

⁸ Ore was being shipped out of Big and Little Cottonwood Canyon by this time via Salt Lake City to the Godbe smelters in Tooele.

⁹ Riegel, Robert Edward, Ph.D. The Story of the Western Railroads. New York: The MacMillan Company, 1926, p. 227.

¹⁰ This parallel grade is not a part of the subject nomination site but is discussed for historical reference.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 5

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

Echo and Park City Railroad (1879-1900), owned by Union Pacific, completed in January 1881. Competition was eventually eliminated when the Union Pacific secured the Summit County Railroad in 1875 and the Utah Eastern Railroad in 1883 (the tracks from that competing line were dismantled in 1887). The Echo and Park City Railroad was initially a subsidiary of the Union Pacific and officially merged into the Union Pacific in 1900. The railroad line was used extensively from the time of its construction until the late 1940s when the coal mines were finished.¹¹ It remained in limited use until 1986 when the chemical plant at Phoston closed.¹² The following describes the history of these railroad companies and their efforts to obtain control of the railroad services between Echo and Park City, as well as northern Utah.

In September 1869, Mormon Church leaders anxious to provide coal to shivering Salt Lake City residents incorporated the Coalville and Echo Railroad Company to carry coal approximately five miles from the mines in Coalville to Echo where it could be transferred to the Union Pacific main line to Ogden, then the Utah Central Railroad to complete the trip to Salt Lake City. Due to the competitiveness between Mormon and non-Mormon interests, it wasn't until May 1, 1873 that the Summit County Railroad Company began operations from the mines in Coalville to the Union Pacific in Echo. They planned to complete the line to Park City and to Salt Lake City in the near future. During the winter of 1873-74 the eight mines in Coalville shipped 200 tons of coal per day from Coalville to Echo, then Echo to Ogden, and then Ogden to Salt Lake City.¹³

Circumstances continued to lead to the Union Pacific's acquisition of the smaller railroad companies and eventual dominance in the area. In 1875, Brigham Young sold the Utah Central Railroad, a line that ran from Ogden to Salt Lake City, to the Union Pacific for \$250,000.

In 1877 Jay Gould gained control of the Union Pacific and cornered the northern Utah coal market by purchasing the Pleasant Valley Coal Mines in Carbon County, and by securing an agreement with Coalville mine owners to be the sole purchaser of their output. Local mines could no longer ship ore over their own railroad, nor could they sell coal by the wagon load to entrepreneurs who exchanged coal for merchandise in Salt Lake City. To add insult to injury, Gould installed his brother, Abram, in Salt Lake City as the sole agent for Union Pacific coal. Abram Gould attempted to freeze out the small independent dealers and sold coal only to large retailers. With complete control, Union Pacific could sell coal from their Rock Springs mines exclusively and shipments from Coalville dwindled to two carloads per day.¹⁴

¹¹ Carr, p.102.

¹² Carr and Edwards, p.102; Pacific Rail News (October 1986): p.28.

¹³ Arrington, "Utah's Coal Road...", p.41.

¹⁴ Arrington, "Utah's Coal Road...", p.44; Deseret News, 25 October 1877, 5 December 1877, 13 December 1877, 11 March 1880.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 6

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

The Mormons responded by organizing another railroad, the Utah Eastern Railroad Company, incorporated on December 27, 1879. They had learned from previous experiences about the difficulties of operating independently and this time the board of directors included mine owners from Park City.¹⁵ Church leaders in Coalville agreed to run the railroad from Coalville to Kimball's Ranch in Parley's Park if the Mormon leaders would match their effort with a line from Salt Lake City to Park City to meet it. The total distance would be fifty miles and the hope was that coal could be delivered in Salt Lake City for \$3 to \$4 per ton.

At about the same time the Utah Eastern Railroad was being built, the Summit County Railroad defaulted on its bonds and it was sold to the Union Pacific for \$75,000 in 1880. The formation of the Utah Eastern Railroad was guided by the fear that the Union Pacific would manage to acquire control of it as it had the other two railroads organized to counteract their monopoly. Efforts were made to keep the Utah Eastern Railroad out of the hands of the Union Pacific by Colonel Winder and Leonard W. Hardy, representing the Mormons, and Fred H. Auerbach, representing the non-Mormons. Nearly all the construction costs were paid for with stock. Four hundred men with 150 teams graded the twenty-three miles from Coalville to Park City between May and August of 1880. The grading work, right-of-way, and the ties were secured, prepared, and paid for with company stock, but funds were insufficient to pay for rails and rolling stock. They turned to R.C. Chambers for financing.

R.C. Chambers was president of the Board of Directors and superintendent of the Ontario Mine in Park City and representative of George Hearst (father of William Randolph Hearst) and James Ben Ali Haggin of San Francisco, who each, with Chambers, owned one-third of the Ontario Mine.¹⁶ Chambers advanced money secured by stock that he later secretly sold to James Ben Ali Haggin, giving him control over the Utah Eastern. Haggin was president of the Ontario and vice-president of Wells Fargo and the Nevada Central Railroad. Haggin and his partner and brother-in-law, Lloyd Tevis sold their shares to the Union Pacific, paving the way for a takeover at the annual stockholder's meeting in November.¹⁷

The Union Pacific had worked along side the Utah Eastern, laying parallel track and hoping to beat the upstart company and take advantage of the lucrative promise of transporting coal to and silver ore from the new Park City mines. The Union Pacific laid standard gauge track and puffed into Park City as the Echo and Park City Railroad, just a month behind the Utah Eastern, in January 1881. It is remarkable that the Utah Eastern was able to reach Park City first, for the Union Pacific had tried to stop the Utah Eastern by charging exorbitant rates, or delaying their shipment of equipment which had to be transported on Union Pacific lines. The Union Pacific did, however, ultimately succeed in acquiring the Utah Eastern.

¹⁵ David Hampshire, "Rail Life Stories," Lodestar Magazine, 15 (Summer 1992): p.27.

¹⁶ Other board members were George M. Scott, Henry Dinwoodey, Francis Armstrong, Edmund Wilkes, John A. Groesbeck, Joseph M. Cohen, Robert Harkness, and Robert T. Burton who represented the interests of the Mormon Church. Arrington, p. 46.

¹⁷ Arrington, "Utah's Coal Road...", p.57.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 7

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

The problems associated with construction and engineering prior to the 1880s changed to one of operation and manipulation. The railroad network was basically completed by 1880s and the new struggle was for control of existing business.¹⁸ As a result of the interference of R.C. Chambers, the Union Pacific was able to gain control of the profitable narrow gauge Utah Eastern Railroad.¹⁹ The Utah Eastern had contracts to deliver sixty tons of coal per day to the Ontario and Empire mines, and forty tons a day extra from the mines on its route to sell to Salt Lake dealers.²⁰ The Union Pacific assumed the contracts of both the Ontario and Empire mines and immediately ceased shipments on the Utah Eastern. The stockholders of the Utah Eastern protested the takeover and the voting of bonus stock and they were even granted a receiver, but all of their efforts were futile.²¹ The narrow gauge equipment of the Utah Eastern was sent to the Utah Northern in 1883 and the tracks were pulled in 1887.²²

The victory of the Union Pacific was not complete, however, for 1883 marked the year that the Denver and Rio Grande Western Railroad completed its line through the rich coal fields of Carbon County, Utah. Prices of coal in Utah became competitive and the stranglehold of the Union Pacific was broken. Additionally, the line from Salt Lake City to Park City, through Parley's Canyon, was eventually built in 1889 as the Salt Lake and Eastern Railway; later it became part of the Utah Central and then the Denver and Rio Grande in 1898.²³ This line was built between Park City and Salt Lake City and was abandoned in 1947 and reverted to adjacent property owners.

The Echo and Park City Railroad²⁴ officially merged into the Union Pacific in 1900. The line served for 100 years, hauling passengers, farm products, coal, and ore for one of the nation's greatest silver mining districts. Primarily used to transport coal, mainly to Park City, and some ore shipping, the line engaged in the "usual commodity and general line haul business."²⁵ Coal was hauled for many years from Grass Creek between Coalville and Echo to the Devil's Slide Cement plant to process cement for the

¹⁸ Riegel, pp. 212, 228, 276-80.

¹⁹ Raye Carleson Ringholz, Diggings and Doings in Park City, (Park City:1983), p.60.

²⁰ Carr, Stephen. Utah Ghost Rails. p. 101.

²¹ The lawyers of Utah were involved in defending polygamous Mormons against the Edmunds Act and the entire territory was in turmoil with most of the religious leaders in hiding or in jail.

²² Arrington, "Utah's Coal Road...", p.62.

²³ Carr and Edwards, pp.94-99.

²⁴ In 1891 the Echo & Park City Railway Company had two locomotive engines, one passenger car, three flat cars, and forty-nine coal cars. Robertson, Donald B. Encyclopedia of Western Railroad History. Caldwell, Idaho: The Caston Printers, Ltd., 1986, p. 268.

²⁵ Carr, p. 102.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 8

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

building of Boulder Dam. The track between Echo and Coalville, the original Summit County Railroad line, was re-routed in 1929 to its present route to allow for construction of Echo Reservoir.²⁶

Beginning in the 1930s winter sports enthusiasts used the Union Pacific for ski trains to surrounding ski areas, but that business was not sufficient to justify maintaining the railroad. As the substance of Park City changed from mining to the ski industry, which never had much need for rail operations, the rails were removed from the Union Pacific Railroad Station Depot (National Register, Park City Historic District, 1979) to the industrial part of town,²⁷ the ending point of the Union Pacific Park City Branch Railroad Grade nomination.

The Phoston Spur, originally constructed in 1923 by the Union Pacific, served mines centered around Keetley in Wasatch County. It was extended to the Mayflower Mine and hauled ore from those profitable mines for many years. Prior to 1986 the Chevron phosphate processing plant, located at the end of the Phoston Spur, received ore, transported there by truck from the mines near Vernal. In 1986, Chevron built a pipeline in Vernal to convey the product by slurry directly to the Union Pacific line in Wyoming and dismantled their plant in Phoston. The tracks of the Phoston spur were eventually removed in 1989.²⁸

The Union Pacific Park City Branch Railroad Grade remains as physical evidence of the events that helped the communities between Park City and Echo develop and accommodated the growth of Salt Lake City and northern Utah. Whenever there was discussion of the building of competitive railroads or spur track to mines, it was always big news and meant the possibility of employment.²⁹ Coalville and Park City relied heavily on the mining and railroad industries for its growth and success and Summit County was part of the general prosperity of the coal industry in the west during the end of the nineteenth century.³⁰

The Union Pacific Park City Branch Railroad Grade illustrates the significance of the railroad in this area. The relatively unchanged nature of the landscape surrounding the railroad grade aids in the visibility of the grade and the historic feeling and association that accompanied its construction and use. The continued use of this grade as a designated trail allows for its preservation, providing its users with the potential for gaining an appreciation of the original use and development of the area.

²⁶ Carr and Edwards, p.102.

²⁷ Carr, p. 102.

²⁸ Pacific Rail News (July 1986) p.25; Pacific Rail News (October 1986) p.28.

²⁹ Thompson, Norma Eileen Pyper. "A Community Study of Coalville, Utah, 1859-1914". Masters Thesis. Brigham Young Academy, August, 1990, pp. 40-55.

³⁰ Ibid.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 8 Page 9

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

Current Use of the Union Pacific Park City Branch Railroad Grade

The historic Union Pacific Park City Branch Railroad Grade trail is currently a federally "rail banked"³¹ property that was deeded to the State of Utah Division of Parks and Recreation, subsequent to a ruling by the Interstate Commerce Commission on February 7, 1989. This ruling allowed for officially abandoning the property for railroad use and granting a Certificate of Interim Trail Use for the old railroad grade. The old railroad grade from Echo Dam to Park City is the only portion open for public trail use. The Phoston Spur, included in the abandonment and acquired by Utah Division of Parks and Recreation, will be opened for non-motorized trail use to connect to the trail system that is being built around the Jordanelle Reservoir when development funds become available.

³¹ According to the federal Rail Banking Act, some parts of government-granted rail corridors can be spun off to local groups for a variety of recreation uses, but if the need for a railroad ever developed again, it has precedence; Carr and Edwards, pp.102-3.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 9 Page 10

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 9 Page 11

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

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___ See continuation sheet

Union Pacific Park City Branch Railroad Grade
Name of Property

Park City, Summit County, Utah
City, County, and State

10. Geographical Data

Acreege of property 490 acres

UTM References

(Place additional UTM references on a continuation sheet.)

A 1/2 4/6/3/4/2/0 4/5/3/5/3/2/0
Zone Easting Northing

B 1/2 4/6/6/3/3/0 4/5/3/3/5/0/0
Zone Easting Northing

C 1/2 4/6/7/2/0/0 4/5/2/5/2/7/0

D 1/2 4/6/5/8/7/0 4/5/1/7/6/6/0

x See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property.)

The north boundary of the rail trail is at the junction with the Union Pacific main line at Echo, Utah. It continues southward across the eastern shore of Echo Reservoir and passes through Coalville, Utah, west of Main Street. The trail runs along I-80 west of Hoytsville and passes through the community of Wanship. From there it lies between the two lanes of I-80 as it goes up Silver Creek Canyon. At Atkinson, it separates from I-80 and crosses ranch land to Monroc and Geneva Steel near Quinn's Junction at U.S. 40 and Utah Highway 248. At Keetley Junction, the Phoston Spur proceeds southeast two-and-one-half miles and the Park City branch travels southwest to a point east of Bonanza Drive in Park City. The southern boundary is mile marker 26.88 of the old railroad, just east of Bonanza Drive.

___ See continuation sheet(s) for Section No. 10

Boundary Justification

(Explain why the boundaries were selected.)

The boundary is defined on Union Pacific Railroad maps and is coincidental with that portion owned by Utah Division of Parks and Recreation, which currently operates the grade as a pedestrian trail.

___ See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Liza Julien, USHPO Staff, and Sally Elliot, Summit County Historical Society

organization Utah State Historic Preservation Office date January 1996

street & number 300 Rio Grande telephone (801) 533-3500

city or town Salt Lake City state UT zip code 84101

Additional Documentation

Submit the following items with the completed form:

- **Continuation Sheets**
- **Maps:** A USGS map (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and/or properties having large acreage or numerous resources.
- **Photographs:** Representative **black and white photographs** of the property.
- **Additional items** (Check with the SHPO or FPO for any additional items.)

Property Owner

name Utah Division of Parks and Recreation

street & number 1636 West North Temple Suite 116 telephone (801) 538-7220

city or town Salt Lake City state UT zip code 84116

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. 10 Page 12

Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

UTM References

(Additional UTM references.)

E <u>1/2</u>	<u>4/6/0/5/6/0</u>	<u>4/5/1/7/6/6/0</u>	F <u>1/2</u>	<u>4/6/0/3/0/0</u>	<u>4/5/1/3/9/2/0</u>
Zone	Easting	Northing	Zone	Easting	Northing

G <u>1/2</u>	<u>4/6/1/3/8/0</u>	<u>4/5/0/3/4/0/0</u>	H <u>1/2</u>	<u>4/5/7/7/1/0</u>	<u>4/5/0/0/9/3/0</u>
Zone	Easting	Northing	Zone	Easting	Northing

I <u>1/2</u>	<u>4/6/3/6/6/0</u>	<u>4/5/0/2/4/8/0</u>
Zone	Easting	Northing

___ See continuation sheet

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section No. PHOTOS Page 13 Union Pacific Park City Branch Railroad Grade, Park City, Summit County, UT

Common Label Information:

1. Union Pacific Park City Branch Railroad Grade
2. Park City, Summit County, Utah
3. Photographer: Roger Roper, Julie Osborne, and Larry Stump
4. Date: October 1995
5. Negative on file at Utah SHPO.

Photo No. 1:

6. View from I-80 looking northwest at grade approximately one-quarter mile south of Echo trestle.

Photo No. 2:

6. View from grade looking southeast near Echo Reservoir.

Photo No. 3:

6. View from grade looking northwest approximately four miles south of Echo.

Photo No. 4:

6. View of grade fill. Looking southeast from grade in Coalville.

Photo No. 5:

6. View of grade looking southeast in Coalville.

Photo No. 6:

6. View of grade cut and fill. Looking southeast toward Park City.

Photo No. 7:

6. View of grade under trestle. Looking northwest between Wanship and Coalville.

Photo No. 8:

6. View of grade and bridge. Looking southeast.

Photo No. 9:

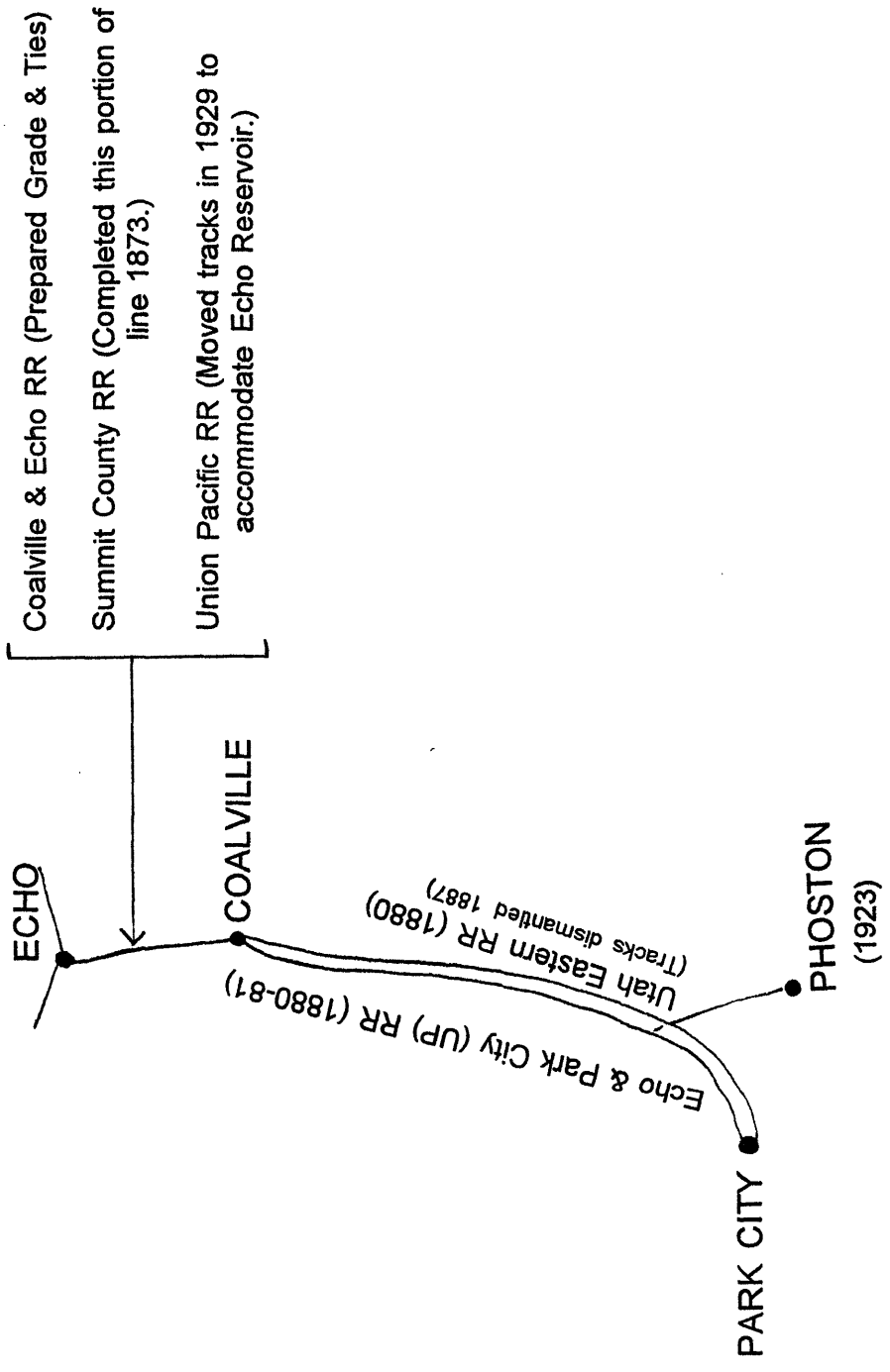
6. View of bridge. Looking northwest.

Photo No. 10:

6. View of culvert. Looking west.

Photo No. 11:

6. View of culvert. Looking west.



SCHEMATIC MAP OF
 UNION PACIFIC PARK CITY
 BRANCH RAILROAD GRADE