

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For HCRS use only  
received MAY 20 1980  
date entered AUG 26 1980

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic Denver and Rio Grande Lime Kiln

and/or common Buckhorn Flat Lime Kiln

**2. Location**

street & number \_\_\_\_\_ not for publication

city, town \_\_\_\_\_ vicinity of \_\_\_\_\_ congressional district 01

state Utah code 049 county Emery code 015

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: vacant

**4. Owner of Property**

name Bureau of Land Management, Moab District Office

street & number San Rafael Resource Area, P.O. Drawer AB

city, town Price \_\_\_\_\_ vicinity of \_\_\_\_\_ state Utah 84501

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Emery County Recorder

street & number \_\_\_\_\_

city, town Castle Dale \_\_\_\_\_ state Utah

**6. Representation in Existing Surveys**

title None has this property been determined eligible?  yes  no

date \_\_\_\_\_ federal \_\_\_\_\_ state \_\_\_\_\_ county \_\_\_\_\_ local

depository for survey records \_\_\_\_\_

city, town \_\_\_\_\_ state \_\_\_\_\_

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## 7. Description

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**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved    date \_\_\_\_\_

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**Describe the present and original (if known) physical appearance**

This 19th century lime kiln is a round structure of uncoursed rubble originally with a conical roof, since fallen in. There is an arched doorway on the southwest side and there was originally a hole in the roof so the fire would draw. The walls presently stand about 12 feet high; the original structure was approximately 16 ft. in height.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900–	<input checked="" type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1881–1882      **Builder/Architect** Denver and Rio Grande Western Railroad

### Statement of Significance (in one paragraph)

The Buckhorn Flat Lime Kiln is significant both as emblematic of the self-sufficiency of western railroads and as one of the few remnants of the Denver and Rio Grande Railroad Western grade across Buckhorn Flat in Emery County, Utah. The construction of this lime kiln in 1881–1882 was intimately associated with the grading of the track bed for the D&RGW's proposed route through the area. Part of the job consisted in building bridges or damming up washes so that tracks could be laid in a relatively straight line. Both types of construction involved the use of cement or mortar of which lime is an essential ingredient. This particular kiln was aptly located for the task, but was abandoned in about 1882 when the D&RGW shifted the route from Buckhorn Flat to the Woodside, Price River, and Colton route. It remains an isolated reminder of an abandoned scheme.

The importance of railways in the West cannot be overestimated. They provided transportation of goods and people, encouraged the growth of towns and cities along their route and aided in the exploitation of natural resources. The Denver and Rio Grande Western Railway had long proposed laying track across Utah, connecting Denver with Salt Lake City and ultimately with Los Angeles or Old Mexico. In 1882 three alternate routes were under consideration.

One proposal was a route from Green River, through Cottonwood Wash, to Buckhorn Flat, to Castle Valley, southwest through Castle Valley to Ivie Creek and Salina Canyon, and down Salina Canyon to Salina. This route, known as the Buckhorn Flat Route, would join a railway running north and south through the Sevier Valley from Salt Lake to Salina to Los Angeles. A second suggested route would leave Green River, head to Woodside, continue to the Grassy Trail Creek vicinity, and follow the Price River to meet up with the Pleasant Valley route near Colton. This route would make connection with the Salt Lake to Los Angeles line at Provo. A third alternative involved building the main line from Colorado, through the San Rafael Swell to Salina, and from there to Los Angeles. The connection with Salt Lake would be via the Pleasant Valley line from a wye located in Castle Valley. Undecided, the Denver and Rio Grande Western began making the grade along the third alternate route, roughly following the Old Spanish Trail.

The construction of the Buckhorn Flat Lime Kiln was used in the grading of the track bed to provide lime for building bridges or damming up washes. The lime, or calcium oxide, was made by burning limestone, shells, or other calcium-carbonate-bearing substance to convert the chemical structure to calcium oxide. Burning had to be done in a furnace or kiln so that the desired temperature could be reached and maintained.

# 9. Major Bibliographical References

See continuation sheet

# 10. Geographical Data

**UTM NOT VERIFIED  
ACREAGE NOT VERIFIED**

Acreage of nominated property less than 1

Quadrangle name Bob Hill Knoll, Utah

Quadrangle scale 1:24000

UMT References

A 

1	2	5	2	5	7	6	0	4	3	3	7	4	8	0
Zone			Easting				Northing							

B 

Zone			Easting				Northing							

C 

Zone			Easting				Northing							

D 

Zone			Easting				Northing							

E 

Zone			Easting				Northing							

F 

Zone			Easting				Northing							

G 

Zone			Easting				Northing							

H 

Zone			Easting				Northing							

## Verbal boundary description and justification

Near the east boundary of Section 8, T. 19S. R. 11 E. Nomination boundary includes a radius of 150 feet from the Lime kiln.

## List all states and counties for properties overlapping state or county boundaries

state	code	county	code

state	code	county	code

# 11. Form Prepared By

name/title Nancy J. Taniguchi

organization Utah State Historical Society date 3-3-80

street & number 307 West 200 South telephone (801) 533-6017

city or town Salt Lake City state Utah 84101

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Melvin T. Smith

title Melvin T. Smith, State Historic Preservation Officer date 5/5/80

**For HCPRS use only**  
I hereby certify that this property is included in the National Register

W. Ray Luce date 8/26/80  
Keeper of the National Register

Attest: Bill Groover date 8/25/80  
Chief of Registration

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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This particular lime kiln was aptly located for such a task. It was built on the edge of a wash just next to a very concentrated deposit of natural limestone. The wash itself had to be bridged or dammed for the railroad track. Hence the kiln is located not only near its source of supply, but also next to its area of use. Although it was used for a time, roughly 1881-82, it was abandoned when the Denver and Rio Grande shifted their route from the Buckhorn Flat to the Woodside - Price River - Colton route.

Why was the Buckhorn Flat route abandoned? The main reason was the railroads need for a direct connection with Salt Lake, rather than going through the intermediate Castle Valley line as well as to tap the coal resources in the Pleasant Valley area. Additionally, in the early 1880's businesses around Provo started to boom, providing a ready market for rail transportation. Finally, the Buckhorn Flat route was unprotected. Butch Cassidy and his gang did not become active in the area for fifteen more years but, as one local historian observed, "A single-tracked line through that desolate country would have offered any number of good locations for raids, since it would be impossible to summon aid to pursue the bandits". The avoidance of the Robbers' Roost area may have been purely fortuitous, but the D&RG did sustain a loss of \$213,470 which it spent in the Buckhorn Flat route up to 1882, including its expenditure for the lime kiln.

The track was never laid over the Buckhorn Flat, but the grade remains. The D&RG went on to enrich itself in the commercial traffic of northern Utah and the coal mines of Carbon County, leaving Emery County in rural isolation. This lime kiln was built in an era of prosperous optimism, and remains a reminder of an abandoned scheme.

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Continuation sheet

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Bibliography

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Heap, Gwin Harris. Central Route to the Pacific. Philadelphia, 1854

Johnson, Lamont. "The Old Buckhorn Flat Road", Railroad Magazine, pp. 86-93, (date of issue unknown).