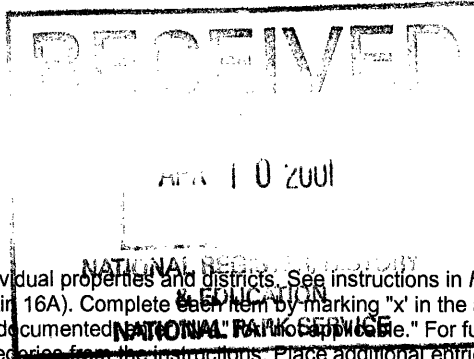


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



Resub
00324

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item 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 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 Carter Road

other name/site number Carter Trail, Carter Military Road

2. Location

street & town Ashley National Forest not for publication

city or town Ashley National Forest vicinity

state Utah code UT county Uintah/Daggett code 047 & 009 zip code 84078/84046

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Wilson S. Martin 8/1/2000
Signature of certifying official/Title Date

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.)

Michael J. Kucyo 8/14/2000
Signature of certifying official/Title Date

USDA Forest Service
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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:)

Signature of the Keeper Date of Action

[Signature] 5/23/01

Carter Road
Name of Property

Ashley National Forest, Uintah/Daggett Counties, 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	
_____	_____	buildings
5	_____	sites
2	_____	structures
_____	_____	objects
7	_____	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 Function
(Enter categories from instructions)

TRANSPORTATION: road-related

DEFENSE

DOMESTIC: camp

Current Function
(Enter categories from instructions)

NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation _____

walls _____

roof _____

other EARTH, WOOD: log

Narrative Description

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

See continuation sheet(s) for Section No. 7

Carter Road
Name of Property

Ashley National Forest, Uintah/Daggett Counties, Utah
City, County and State

8. Description

Applicable National Register Criteria

(Mark "x" in one or more boxes 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" in all the boxes 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.

Narrative Statement of Significance

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

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 # _____

Areas of Significance

(enter categories from instructions)

TRANSPORTATION

MILITARY

Period of Significance

1881-1924

Significant Dates

1881-82

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

U.S. Army

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Name of repository: _____

See continuation sheet(s) for Section No. 9

Carter Road
Name of Property

Ashley National Forest, Uintah/Daggett Counties, Utah
City, County and State

10. Geographical Data

Acreage of Property approx. 72 acres

UTM References

(Place additional boundaries of the property on a continuation sheet.)

Steinaker Quad

A 1/2 6/2/0/9/9/0 4/4/9/4/4/4/0
Zone Easting Northing

B 1/2 6/2/1/8/2/0 4/4/9/5/2/4/0
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

Where visible, the Carter Road is generally 6 to 15 feet wide. It ran from Fort Bridger, Wyoming to Fort Thornburgh near present day Vernal, Utah. The route of the Carter Road across the Ashley National Forest involves seven USGS 7.5 minute quad maps and is described below.

Boundary Justification

(Explain why the boundaries were selected.)

Route location based on archival research verified by field investigations. Includes all of the Carter Road located within Ashley National Forest and represents approximately 42% of the total historic route

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Byron Loosle - Forest Archaeologist, Leon Chamberlain, and USHPO staff

organization Ashley National Forest date August 2000

street & number 355 North Vernal Avenue telephone (435) 789-1181

city or town Vernal state UT zip code 84078

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 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

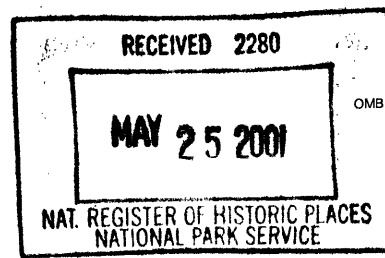
name/title USDA Forest Service, Ashley National Forest

street & number 355 North Vernal Avenue telephone (435) 789-1181

city or town Vernal state UT zip code 84078

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.



National Register of Historic Places Continuation Sheet

Section No. 7 Page 1

Ashley National Forest, Uintah/Daggett Counties, Utah

Narrative Description

Setting and General Information

The Carter Road was built and used by the U.S. Army between 1881 and 1884. It was used to ship supplies from Fort Bridger, in southwest Wyoming, across the Uinta Mountains to Fort Thornburgh in northeast Utah, a distance of about 86 miles. After the Army discontinued its use, the road was used for mining purposes in the 1890s and by local residents as access to the Ashley Valley until 1924. The telegraph line was installed in the fall of 1882. From 1989 to 1991, the Uintah Basin Archaeology Club, under the direction of Forest Service archaeologists, endeavored to locate remaining sections of the road and mark them with short concrete pillars. Their work focused on the portion of the road across the Ashley National Forest. The club was able to locate most of the road from Fort Thornburgh to the Wyoming border. Crossing a variety of environmental settings, the road starts at an altitude of about 5200 feet near Vernal, Utah. It crosses sagebrush slopes, pinyon-juniper woodlands, aspen and sagebrush areas, stands of lodgepole, then spruce and fir, and finally even several high-altitude meadows, where it reaches a maximum altitude of 9868 feet on the Uintah-Daggett County line just north of Summit Park. It then begins a trip back down through similar vegetation communities.

Sections of the road still visible include: ruts through sagebrush covered slopes and soft meadows, cut and fill road beds, lodgepole corduroy (laying lodgepole logs across marshy sections) across wet meadows, clear lanes through lodgepole stands, cuts through outcrops of bedrock, parallel piles of boulders, telegraph poles, and even remnants of small bridges. Three cabin sites, a powder magazine, and a sawmill location are also associated with either the military or subsequent commercial use of the road. After the military abandoned Fort Thornburgh in 1884, portions of the Carter Road were used to haul copper ore from the Dyer Mine to the railroad at Carter Station in Wyoming. The road was also used by inhabitants of the north slope of the Uinta Mountains to travel to Vernal.

Present Condition of Carter Road – South to North

As it has not been carefully retraced, the condition of the Carter Road south of the Ashley National Forest Boundary, a distance of roughly 7 miles, is not clear and is not part of this nomination

As the Carter trail enters the Ashley National Forest it is visible as ruts beside the present Taylor Mountain road. A series of ruts are visible as the Carter Road climbs the slope east of Ashley Creek and north of Red Mountain. Telegraph poles (Photo 1) and cedar support posts are also visible along this stretch of the road. They are the tallest posts remaining along the route. This portion of the road is badly eroded

From the top of the bench to Dodds Hollow, the Carter Road generally follows the present road for about 4.5 miles and is not visible. However, several cedar support posts and even a few old lodgepole telegraph poles still remain along this section (Photo 2). In Dodds Hollow, by the Dodds Hollow Cabin Ruins (42 UN 1418, Photo 5, UTM D, see sketch), the Carter Road is evident as a 6- to 8-foot wide, shallow (2 to 6 inches deep) trough.

The Dodds Hollow Cabin Ruins is likely associated with the Carter Road. It is a log cabin, originally about 15 x 25 feet in size and made large logs joined with axe hewn saddle notches. In 1992 only two of the original logs remained. A.R. Standing states that "during the period of construction, military camps were established along the route, one at Dodds Hollow where the remains of several cabins still may be seen."¹

¹ A.R. Standing, "Through the Uintas: History of the Carter Road," *Utah Historical Quarterly*, 35 Summer 1967: 256-257.

National Register of Historic Places Continuation Sheet

Section No. 7 Page 2

Ashley National Forest, Uintah/Daggett Counties, Utah

The Carter Road stays evident as a shallow trough into Davis Hollow where it disappears briefly, but reappears on the opposite side. Between Dodds and Davis Hollows the telegraph line and Carter Road are separated by as much as a quarter mile. The road continues as a trough or dugway (road cuts and fills) until it meets Government Creek. The Carter Road forms a rocky dugway as it drops to Government Creek. The canal above the road has leaked, badly eroding the dugway.

The Carter Road is a cut and fill roadbed along Government Creek. As the road enters Government Park rows of boulders lining the road are visible. The road is cut by the Oaks Park Canal near the south end of Government Park. On the west side of the canal is a short section of corduroy. The road becomes a cleared lane as it enters the timber west of Government Creek and north of Taylor Mountain. There is also some raised roadbed near Government Park.

The Government Park Sawmill Ruins (42 UN 981, Photo 8, UTM H, see sketch) are located on a spur one-half mile west of the Carter Road. The site is approximately 10,000 square meters in size and consists of the following list of features: a badly deteriorated log cabin, foundation stones of two other structures, and log fragments. A document found in the National Archives supports the theory that this is actually a sawmill.² This is supported by the large number of hip high axe hewn stumps surrounding the site and extending for several hundred meters in some directions. The cabin is 35 x 18 feet in size with its long axis in a north/south orientation. The cabin is deteriorated, and except for the corners, little remains. The logs were cribbed by saddle notching. The door appears to have been on the west side, facing the meadow, roughly in the middle of the wall.

Fifteen yards north of the cabin is a rectangular arrangement of foot-wide flagstones possibly the foundation of another structure. The alignment is 25 feet north/south and 18 feet east/west. There is a shallow depression on the outside of all four walls. There are five small fragments of axe cut logs near the foundation, but their relationship is unclear. Thirty-three meters north of the cabin is a somewhat scattered collection of flat rocks in roughly rectangular shape. It also may be the remains of a foundation and measures 25 by 15 feet in size. On the north and east sides of this feature is a shallow 18 inch wide depression.

A large number of glass fragments, square nails, pieces of metal, and a few ceramic pieces were noted on the surface of the site. All material points to a date of occupation in the early 1880s. Additional features at the site include: 1) a portion of a road on the edge of the meadow 2) a raised area, cleared boulders, two small bridges and drainage ditches, and 3) a spring channeled with milled lumber located across Government Creek, on the other side of the park.

As the Carter Road nears Trout Creek Park it is obscured by clear cuts, cut by the present road and not visible through Trout Creek Park, a distance of roughly 1 3/4 miles. It is under the modern road or lost in the meadow. The Carter Road is a narrow trough for about a mile northwest of Trout Creek Park. East of Center Park the road is disturbed by a clear cut of forest timber and slash piles. There is a nice section of corduroy across Center Park. After Center Park, the road continues as a trough paralleling the present Forest Road. In the southwest corner of Soldier Park the road is lined with boulders as it follows the north bank of Ashley Creek.

The road continues on the north bank of Ashley Creek as it enters the south end of Ox Park. The route is not as discernable in this section. It skirts the east and north side of Big Park as it heads in a northwestern direction.

² A National Archives document dated April 15, 1882, describes the Fort Thornburgh timber reserve. The description of the reserve boundaries begins, "at a point on the wagon road 1 1/2 miles south of the sawmill; (or 3 miles north of the crossing of Davis Creek)..." 42 UN 981 would have been approximately 4 1/2 miles from the Davis Creek crossing on the Carter Road, indicating it was probably a sawmill and may have been used in the construction of the road.

National Register of Historic Places Continuation Sheet

Section No. 7 Page 3

Ashley National Forest, Uintah/Daggett Counties, Utah

Located 100 feet west of the Carter Road, northwest of Big Park, just above the dugway into Youngs Spring, is a small subterranean rock-lined feature that may have been used as a powder magazine (Photo 11, UTM L). The feature measures 4.5 feet long, 3 feet wide, and about 2 feet deep. It is dug into the ground and lined with slabs of Uinta quartzite. It is about four to six courses high. It opens to the west and may have had a log roof originally. Metal straps similar to those found at 42 UN 981 are the only artifacts evident at the site.

Between Big Park and Summit Park the road crosses the connecting drainage and goes up the west side of Summit Park on a raised road bed with sections of corduroy still visible. The raised roadbed and corduroy were necessary because of poorly drained soils associated with many high elevation parks or meadows.

Just northwest of Summit Park the road has again been disturbed by clear cuts. As the road enters Daggett County and the north slope of the Uintas, there is a nice long 3 mile section of cleared lane through the timber. This area is very steep and rocky so boulders are piled on both sides of the road. This section can be seen on aerial photos. The road drops 1500 feet in three miles from the summit to a nearly level bench at Youngs Spring. The road is quite visible in the meadow surrounding the spring.

At Young Springs Park, adjacent to the roadway, there are remains of a cabin, ditches and fences that date from just before the turn-of-the-twentieth-century to around the early 1900s. (42 DA 379, Photo 12, UTM O, see sketch) The site is west of the stream about 50 to 70 yards below it. The log cabin is 95% destroyed with V-shaped corner-notching.

The road leaves Youngs Spring Park headed toward the South Fork of Carter Creek. It descends through a short steep drop as it enters Carter Creek. This is known as Icy Hill Dugway, which was icy and snow packed longer because of its shady north facing aspect. The dugway is still intact. The road follows along Carter Creek and is very rocky in places. In one location the road cuts through an outcropping of bedrock. The road then passes under what is now Browne Reservoir.

Just below the Icy Hill Dugway on Carter Creek is the stone rubble of a fireplace and probable location of a cabin (UTM P). The feature has not been formally recorded but is considered one of the contributing sites because it appears to date from the time of the 1880s cabins along the route. Also, its proximity to the Carter Road indicates a clear connection with the road.

Some road troughs are visible west of Browne Lake, but the modern road probably obscures parts of the route up Beaver Creek Canyon (Photo 3). The Carter Road becomes visible as it leaves Beaver Creek Canyon and crosses the modern road. It is visible as a trough, which turns west and crosses the modern road on a bench north of Beaver Creek. A line of telegraph poles diverges from the road and heads up Beaver Creek and around the south end of Sheep Creek Park (Photo 4). The road probably did not follow this route, as it is very wet. Sections of road ruts are visible around the north end of Sheep Creek Park. Two modern jeep trails obscure parts of the road in this area.

Telegraph poles rejoin the Carter Road on the northwest corner of Sheep Creek Park. The road crosses the present Forest road at least three times and Sheep Creek once in the first half mile north of Sheep Creek Park. Just north of the junction of the Hickerson Park Road and the road to Long Park reservoir, the Carter Road can be traced going up an eroded slope, heading northwesterly. It goes through a gate in an old worn fence and has a more recent sawmill site on top of it. It then dips down and crosses a narrow wet drainage with several beaver ponds.

The road crosses a third of a mile of timber, showing the old wagon trail at its best. It again crosses a narrow wet drainage with the remains of a wooden bridge. As it heads up slope from this location, it cuts through an outcropping of bedrock. The road skirts a wet meadow on the northeast side and is cut by Sheep Creek Canal. From this point the road heads toward Lodgepole Creek. Just north of the canal the Carter Road appears to join the present road. These roads pass through lodgepole to the northwest, down Carter

National Register of Historic Places Continuation Sheet

Section No. 7 Page 4

Ashley National Forest, Uintah/Daggett Counties, Utah

Dugway, and finally to the Forest Boundary. Carter Dugway was created for the Carter Road, but probably has been maintained and modified since it was originally constructed.

Modern roads, canals, and the effects of time have obliterated portions of the Carter Road, but the majority of its route across the Ashley National Forest is traceable and retains its integrity.

National Register of Historic Places Continuation Sheet

Section No. 8 Page 1

Ashley National Forest, Uintah/Daggett Counties, Utah

Narrative Statement of Significance

The Carter Road, named after Judge William A. Carter, constructed in 1881 and 1882, and used by the Army until 1884 is significant due to its association with military and transportation history. It is important in military history because as a supply route it was used to provision the first military post established to guard the Uintah and Ouray reservation, home to the remaining Utes of Utah and western Colorado.

The entire road originally ran from Fort Thornburgh to Fort Bridger at a distance of about 86 miles. This nomination covers the portion of the Carter Road that crosses the Ashley National Forest, approximately 36 miles. After the closure of Fort Thornburgh in 1884, the Army no longer used the road. However, Carter Road continued to be used by the residents of the area until about 1924. It was the principal route between Daggett and Uintah Counties during that period.

The road's current condition is sketchy with most of the route impassable except by foot. Some evidence of its construction and route is still visible in the form of lodgepole corduroying, dugways, and various sites along the route. These extant roadway features located within the Ashley National Forest adequately convey the historic nature and character of the larger historic road corridor. Passing through some of the most difficult topography along the roadway's route, the nominated portions convey the difficult nature of early road development in northeastern Utah during the historic period, reveal important aspects of historic road engineering technology, and represent the least disturbed components still visible on the local landscape.

Need for a Military Preserve

In 1881, the Utah Territory still had only a small population, mostly scattered along the Wasatch Front in towns of orderly Mormon design. Heber City was the eastern edge of civilized territorial settlement, a good two-day ride from the Wasatch Front. Almost no non-Indians lived east of Heber City except a few shepherders and cattlemen who trespassed on the large Ute reservation set aside by President Lincoln and Congress in the early 1860s.

Most of the Uinta Basin, Colorado Plateau, and the western half of Colorado were virtually unsettled by whites. This area of rich natural resources adequately supported several bands of Ute Indians. The whites, attracted by these resources, began to encroach on the Utes' large range, leading to confrontations that became increasingly hostile.

At the White River Indian Agency (now Meeker, Colorado), Ute bands became resentful of Indian Agent Nathan Cook Meeker's attempts to reform them into an agriculturally based society. Fearing for his life, Meeker sought assistance from the military in September of 1879. Major Thomas T. Thornburgh and a column of four companies (190 men) were sent from Ft. Steele, Wyoming, to assist Meeker. Upon entering the reservation, the column was attacked by more than seven hundred mounted Utes.³ Sixteen soldiers died, including Thornburgh, and forty-three were wounded. At the same time, Meeker and ten other employees were killed at the agency. As a result of these battles, the Ute bands involved, and other bands – including Chief Ouray's Uncompaghres from western Colorado – were forced onto the Uintah Reservation, joining Chief Tabiona's band from the Uintah Basin.

Ashley Valley residents were already concerned about their safety after Custer's defeat in 1876 and the recent fighting in western Colorado. In 1881, Fort Thornburgh was established at the mouth of the Ashley

³ A.R. Standing, "Through the Uintas: History of the Carter Road," *Utah Historical Quarterly*, 35 (summer 1967) 256-267.

National Register of Historic Places Continuation Sheet

Section No. 8 Page 2

Ashley National Forest, Uintah/Daggett Counties, Utah

Canyon, just northwest of present-day Vernal. The army's mission was to keep the Utes on the reservation. The fort's location was uncomfortably remote, given the recent bloodshed. It was several days march from Fort Douglas in Salt Lake City, and more from Denver or other help in Colorado. Only about one hundred white settlers lived in the Ashley Valley, mostly cattlemen attracted to the area by lush grazing lands on the flanks of the Uinta Mountains.

Judge Carter's Road

At Fort Bridger in southwest Wyoming, the entrepreneurial Judge William A. Carter made a profitable career out of provisioning the army. Described by former Uintah County Historian Mike Brown as "the very image of the Southern gentleman," Carter, raised in Virginia, fought Florida Indians in the Seminole War.⁴ When he did not receive a commission in the army he resigned and became a post trader at Fort Lauderdale. In 1857 when Johnston's army was sent west to quell the "Mormon Rebellion," Carter accompanied the expedition as the civilian supplier.

Carter settled at Fort Bridger and quickly amassed a fortune trading with soldiers, immigrants, railroad builders, cattlemen, and Indians. In 1858, he was appointed post trader, postmaster, and probate judge. He also participated in mining, lumber, and cattle ventures. Carter is credited with creating the present Wyoming-Utah border as he did not want his business in Utah and was able to lobby Congress for a change in the original border.⁵

Carter's business suffered after troops were removed from Fort Bridger in 1878. He used the growing fears of the local white population to lobby Washington for a return of troops. Carter also hoped to continue and enhance his relationship with the army by supplying Fort Thornburgh. Carter was successful in his efforts. Troops returned to Fort Bridger and he was awarded a contract to supply Fort Thornburgh.

Construction Begins

During the summer of 1881, General George Crook inspected the old Lodgepole Trail across the Uinta Mountains, used by the Uinta Utes. Crook approved this route over an alternate trail as the supply route to the garrison at Fort Thornburgh. Routes from Park City and Heber City to the west had been considered, but the route across the Uintas was chosen to accommodate Carter and because it was the shortest, if not the easiest. Minor work on the trail commenced immediately under Carter's direction. Judge Carter died of pneumonia in November of 1881, contracted while working on the road in harsh weather. His son, William Jr. (Willie), returned from Cornell University to continue his father's work. In May of 1882, Willie Carter attempted the first freighting across the trail with 22 six-mule teams and wagons.

"It soon became evident that from the character of the past winter at Fort Bridger, we had very erroneous conceptions of what we would encounter in attempting to freight through the mountains so early in the spring. The dug-way between Sand Canyon and Lodgepole was blocked with snow and ice, which had to be removed before we could get out [sic] outfit up the mountain. From the head of the dug-way the road was almost impassable.

145. ⁴ Fred R. Gowans and Eugene E. Campbell, *Fort Bridger: Island in the Wilderness*, 1975 (Brigham Young University Press: Provo):

⁵ Richard and Vivian Dunham, *Our Strip of Land: A History of Daggett County, Utah*, Lusk, Wyoming, 1947, p. 24.

National Register of Historic Places Continuation Sheet

Section No. 8 Page 3

Ashley National Forest, Uintah/Daggett Counties, Utah

Ravines filled with melting snow and water nearly up to the wagon beds; bogs in which both teams and wagons were often mired down at the same time; hills so soft that all the teams we could hook on were often required to pull a single wagon to the top; and slopes so sidling that the whole crew, with ropes, were needed to keep a loaded wagon from upsetting; were everyday experiences. ...[In] one locality, a separate road had to be cut through the timber for each wagon. The ground at this place appeared dry and firm, but each wagon broke through a thin crust into quicksand beneath, making the road impassable for the next team."⁶

In the summer of 1882, the army sent up work parties, but the primary commitment of the military to road building came in the summer of 1883. Four companies of troops under Major I. De Russey were sent to develop the road. The major's detachment worked out of a field camp at Burnt Cabins, and it was this force that did most of the work that can now be seen. Their work consisted largely of corduroying (laying lodgepole logs across marshy sections), clearing large boulders, and constructing dugways (road cuts and fills). The troops also set up a sawmill in Summit Park to supply Fort Thornburgh, and a military telegraph line was strung along the route.⁷

De Russey's force worked hard during the summer, and a review of the military records from the National Archive reveals that court martials were carried out almost weekly. Troops were fined several weeks pay for disorderly conduct, drunkenness, desertion, and other offences that indicate the difficulty of the work and lonely social conditions in this remote wilderness.

By 1883, it became clear that the route was a poor choice because of the high terrain and short season of travel. In addition, a Denver and Rio Grande Railroad route was completed, linking Salt Lake City and Denver through Price, Utah. Supplies could more easily be wagon-freighted to the Ashley Valley from Price.

Fort Thornburgh was abandoned in 1884, and most of the durable items were hauled back to Fort Bridger. When Fort Duchesne was established in the summer 1886, some materials were hauled back over the Carter Road, but most came from the new rail depot at Price.

Although the military utility of the Carter Road ceased, it continued to be important to local inhabitants. The road was used to haul copper, gold and silver ore from the Dyer Mine area during the last decade of the 1800s. It was the primary north-south wagon route from Daggett County to the Vernal area until the early 1920s, when a passenger car road was constructed approximately 15 miles east along what is now Utah Highway 44/U.S. Highway 191. Daggett county historians Dick and Vivian Dunham state that, "While they [ranchers in Daggett County] couldn't use it [the Carter Road] for heavy loads, they could at least get over the mountains to Ashley Valley in a buckboard to get honey and apples, or to take a sack or so of grain to the grist mill to be ground into flour."⁸ In 1880, Ashley (or Vernal as it was called after 1885) became the main government seat. "So to Ashley or Vernal everybody had to go to file on their land, pay taxes, get married, serve or answer a writ, or any other official business. For this purpose the old military road came in very

⁶ William A. Carter, Jr., "The Fort Thornburgh Road," manuscript on file, Supervisor's Office, Ashley National Forest, Vernal Utah.

⁷ A.R. Standing. "Through the Uintas: History of the Carter Road," *Utah Historical Quarterly*, 35 (Summer 1967) 262,3.

⁸Richard and Vivian Dunham, *Our Strip of Land: A History of Daggett County, Utah*, Lusk, Wyoming, 1947, p. 49.

National Register of Historic Places Continuation Sheet

Section No. 8 Page 4

Ashley National Forest, Uintah/Daggett Counties, Utah

handy.”⁹ It was used right up until 1924.¹⁰ Some adventurous souls even managed to get their Model T’s part way over it.

In 1936, Willie Carter commented, “To the traveler who comes upon this road at any part of its course through the Uinta Range, it seems to present an unusual example of wasted effort and money, but like many other works of man, it served its purpose and gave way to changes in the development of the country.”¹¹

The contributing sites and structure included as “outbuildings” for the Carter Road are the following:

- Dodds Hollow Cabin Ruins (42 UN 1418, UTM D)
- Sawmill Cabin in Government Park (42 UN 981, UTM H)
- Powder Magazine (UTM L)
- Youngs Springs Park (42 DA 379, UTM O)
- Carter Creek Cabin (UTM P)
- Telegraph Line (approximately UTMs B, D – E, R – S, T)

⁹Richard and Vivian Dunham, p.49, 50.

¹⁰ Tom Williams, “The Carter Road” 7 January 1976 on file at the Utah State Historical Society, Preservation Office.

¹¹ William A. Carter, Jr., “The Fort Thornburgh Road,” manuscript on file, Supervisor’s Office, Ashley National Forest, Vernal Utah.

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Ashley National Forest, Uintah/Daggett Counties, Utah

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Ashley National Forest, Uintah/Daggett Counties, Utah

UTM References

Dyer Mt. Quad

(42 UN 1418)

C 1/2	6/1/9/1/5/0	4/4/9/8/3/7/0	D 1/2	6/1/7/8/6/0	4/5/0/2/9/4/0
Zone	Easting	Northing	Zone	Easting	Northing

E 1/2	6/1/7/4/2/0	4/5/0/4/2/5/0	F 1/2	6/1/7/9/9/0	4/5/0/6/6/0/0
Zone	Easting	Northing	Zone	Easting	Northing

Taylor Mt. Quad

(42 UN 981)

G 1/2	6/1/6/1/2/0	4/5/0/8/8/9/0	H 1/2	6/1/5/2/7/0	4/5/1/0/5/4/0
Zone	Easting	Northing	Zone	Easting	Northing

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

Elk Park Quad

J 1/2	6/1/0/0/4/0	4/5/1/2/5/2/0	K 1/2	6/0/6/5/6/0	4/5/1/4/4/3/0
Zone	Easting	Northing	Zone	Easting	Northing

Leidy Peak Quad

(Powder Magazine)

L 1/2	6/0/4/5/7/0	4/5/1/6/0/2/0	M 1/2	6/0/4/2/0/0	4/5/1/6/4/2/0
Zone	Easting	Northing	Zone	Easting	Northing

(42 DA 379)

N 1/2	6/0/4/2/4/0	4/5/1/9/5/6/0	O 1/2	6/0/2/6/8/0	4/5/2/0/8/8/0
Zone	Easting	Northing	Zone	Easting	Northing

(Cabin)

P 1/2	6/0/1/3/2/0	4/5/2/2/0/6/0	Q 1/2	6/0/0/2/6/0	4/5/2/3/9/4/0
Zone	Easting	Northing	Zone	Easting	Northing

R 1/2	5/9/7/6/3/0	4/5/2/4/9/1/0
Zone	Easting	Northing

Jessen Butte Quad

S 1/2	5/9/6/2/3/0	4/5/2/5/7/6/0	T 1/2	5/9/5/1/2/0	4/5/2/6/1/7/0
Zone	Easting	Northing	Zone	Easting	Northing

Phil Pico Mt. Quad

U 1/2	5/9/4/0/2/0	4/5/2/6/2/8/0	V 1/2	5/8/9/0/7/0	4/5/3/1/3/1/0
Zone	Easting	Northing	Zone	Easting	Northing

W 1/2	5/8/9/0/2/0	4/5/3/2/1/3/0	X 1/2	5/8/6/9/4/0	4/5/3/2/6/9/0 (Leaves Forest)
Zone	Easting	Northing	Zone	Easting	Northing

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Section No. 10 Page 2

Ashley National Forest, Uintah/Daggett Counties, Utah

The width of the nominated corridor (30 feet) approximated the general width of the historic roadway (6 – 15 feet), along with shoulders, displaced materials, and the adjacent telegraph lines. In areas where the telegraph line diverges from the road corridor, the boundary will also encompass a narrow corridor (approximately 5 feet wide) along the telegraph line route. At the contributing sites, the boundaries expand to encompass the full extent of the visible features (as noted on the attached sketch maps).

Steinaker Reservoir

The Carter Road enters the Ashley National Forest just east of the Taylor Mountain road in the SE 1/4 of SW 1/4 of SW 1/4 of section 33, T. 2S R. 21E. It then angles to the northeast paralleling the present road. In the NW 1/4 of NW 1/4 of SE 1/4 of section 33 the Carter Road turns north and crosses the Taylor Mountain road. It continues roughly north until it again crosses the Taylor Mountain road and in SW 1/4 of NE 1/4 of NW 1/4 of section 28, it turns towards the northwest paralleling the east side of the present road.

Dyer Mountain

The Carter Road turns nearly west and crosses the Taylor Mountain road in NE 1/4 of SE 1/4 of SE 1/4 of section 20, T. 2S R. 21E. In the center of the NE 1/4 of SW 1/4 of section 20, the road bends to the northwest and re-crosses the Taylor Mountain road on the section line. By the NE 1/4 of NE 1/4 of NE 1/4 of Section 19, it heads north paralleling the east side of the modern road. In NE 1/4 of NE 1/4 of NW 1/4 of section 7, the Carter Road leaves the Taylor Mountain road continuing to the north as it drops into Dodds Hollow. The Carter Road continues north rejoining the Taylor Mountain road in the NE 1/4 of NE 1/4 of NW 1/4 of section 6. The two roads continue to the north. As the Carter Road leaves the Taylor Mountain road the telegraph line continues along side of the present road. It crosses the modern road in SW 1/4 of SE 1/4 of NW 1/4 of section 6 continuing north well west of the modern road until they rejoin in NW 1/4 of NE 1/4 of NW 1/4 of section 6. In the NW 1/4 of SE 1/4 of NW 1/4 of section 31, T. 1S R. 21E the roads turn to the northwest. In SE 1/4 of SE 1/4 of NE 1/4 section 25, T. 1S R. 20E the Carter Road crosses the Taylor Mountain road as the latter doubles back following the terrain. In SW 1/4 of SW 1/4 of SE 1/4 of section 24 Carter Road rejoins the Taylor Mountain road and parallels it along the west side as they head to the northwest.

Taylor Mountain

As the Carter Road enters Government Park, in NE 1/4 of NW 1/4 of SW 1/4 of section 13, T. 1S R. 20 E, it leaves the modern road and arches west. 42 UN 981 (the sawmill site) is on the east side of Government Park 1/2 mile north of where the Carter Road crosses Government Creek. In the NE 1/4 of NE 1/4 of NE 1/4 of section 15, the road crosses Taylor Mountain road and visible traces are lost. It probably continues to the northwest, paralleling the modern road through Trout Creek Park.

Elk Park

In the NE 1/4 of SW 1/4 of NE 1/4 of section 9, T. 1S R. 20E, the Carter Road is visible heading northwest paralleling the west side of the modern road. In the SW 1/4 of NE 1/4 of SE 1/4 of section 5, the Carter Road turns west across Center Park. In the NE 1/4 of NW 1/4 of SW 1/4 of section 5, the Carter Road turns to the northwest and parallels the Forest road. In the northeast corner of Pat Carroll Park, Carter Road crosses the Forest road. The road heads to the northwest with the Carter Road on the northeast side of the Forest road through Ox and Big Parks. The Carter Road continues to the northwest, leaving the Forest road in the southeast part of Summit Park.

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Section No. 10 Page 3

Ashley National Forest, Uintah/Daggett Counties, Utah

Leidy Peak

In the center of the eastern half of section 27, T. 1N R. 19E the Carter Road turns to the west as it crosses the Uintah/Daggett County line. In the SW 1/4 of SW 1/4 of NE 1/4 of section 27, it arches to the north and continues nearly due north for almost two miles. In the SE 1/4 of NE 1/4 of NW 1/4 of section 15, it turns to the northwest and by the NE 1/4 of SE 1/4 of SE 1/4 of section 9, the road bends to more of a west northwest direction. In SW 1/4 of SE 1/4 of NE 1/4 of section 8, the road turns to the north. In the NE 1/4 of NW 1/4 of SE 1/4 of section 5, the road turns to the northwest and heads up the canyon formed by Carter Creek and through Browne Lake. Although it is not visible in SE 1/4 of SE 1/4 of NE 1/4 of section 31, T. 2N R. 19E, the road probably heads west up Beaver Creek Canyon and turns north in NE 1/4 of NW 1/4 of NE 1/4 of section 36, T. 2N R. 18E.

Jessen Butte

The road is not visible for a short section up a tributary of Beaver Creek. It becomes visible again in SE 1/4 of NE 1/4 of SW 1/4 of section 25, T. 2N R. 18E heading west. A row of telegraph poles is visible south of the road along Beaver Creek at this point. In NE 1/4 of NE 1/4 of SW 1/4 of section 26, the road turns north northwest. In NE 1/4 of SW 1/4 of NW 1/4 of section 26, the road turns west around the edge of Sheep Creek Park.

Phil Pico

In the SE 1/4 of NE 1/4 of NW 1/4 of section 27, T. 2N R. 18E, Carter Road turns to the north. Its exact route is unclear for a short distance, although it generally heads to the northwest. Heading to the northwest it becomes visible in the SW 1/4 of NE 1/4 of SW 1/4 of section 22 T. 2N R. 18 E. After passing on the east side of the meadow, in the NW 1/4 of SW 1/4 of NW 1/4 of section 16, the road turns to the north. In the SE 1/4 of NW 1/4 of SW 1/4 of section 9, it turns to the northwest. In the SE 1/4 of SE 1/4 of SW 1/4 of section 6, it heads north again. In SE 1/4 of SE 1/4 of NW 1/4 of the same section, it turns west. In the SE 1/4 of NW 1/4 of NW 1/4 of section 1, T 2N R. 17N, the road heads north and leaves the Forest in NE 1/4 of NW 1/4 of NW 1/4 of section 1.

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Section No. PHOTOS Page 1

Ashley National Forest, Uintah/Daggett Counties, Utah

Common Label Information:

1. Carter Road
2. Ashley National Forest, Uintah/Daggett Counties, UT
3. Photographer: Byron Loosle
4. Date: June 10, 1997
5. Negative on file at Utah SHPO.

Photo No. 1:

6. Marker and Telegraph Pole, Facing South

Photo No. 2:

6. Telegraph pole with road in background, Facing West

Photo No. 3:

6. Near Dodds Hollow, Facing North

Photo No. 4:

6. Near Dodds Hollow, Telegraph pole and road through the trees, Facing Southeast

Photo No. 5:

6. Remains of cabin in Dodds Hollow, (Site 42 UN 1418), Facing East

Photo No. 6:

6. Near Government Creek, Facing East

Photo No. 7:

6. Government Creek, Corduroy in foreground, Axe cut stumps to the right, Facing East

Photo No. 8:

6. Sawmill Cabin in Government Park, (Site 42 UN 981), Facing East

Photo No. 9:

6. Between Government Park and Trout Creek Park, Facing East

Photo No. 10:

6. By Ashley Creek Near Pat Carroll Park, Facing West

Photo No. 11:

6. Powder Magazine near Summit Park, Facing Northeast

Photo No. 12:

6. Youngs Spring Cabin (42 DA 379), Facing Northeast

Photo No. 13:

National Register of Historic Places Continuation Sheet

Section No. PHOTOS Page 2

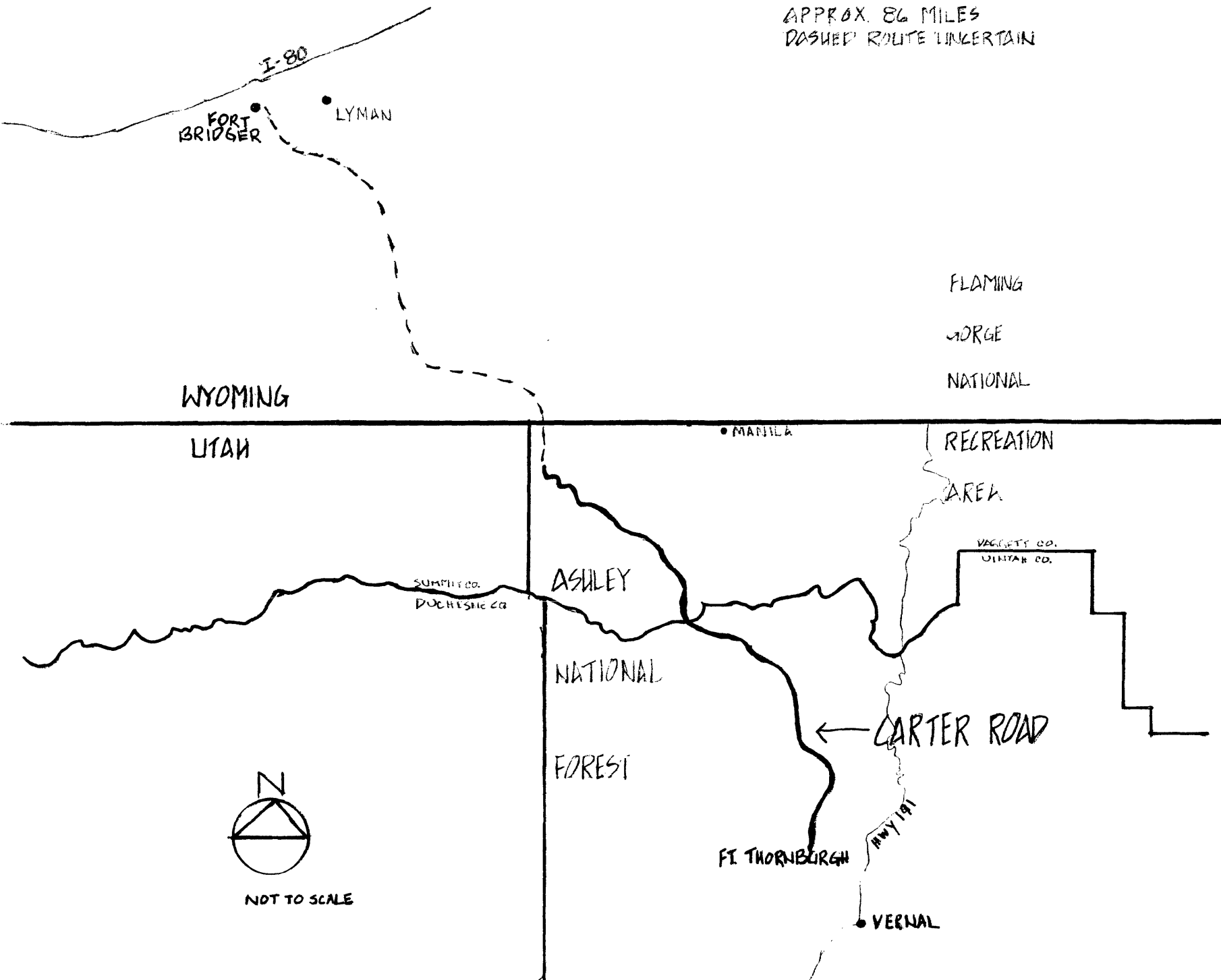
Ashley National Forest, Uintah/Daggett Counties, Utah

6. At Carter Creek, Facing Southeast

CARTER ROAD

APPROX. 86 MILES

DASHED ROUTE UNCERTAIN



WYOMING

UTAH

FLAMING

GORGE

NATIONAL

RECREATION

AREA

• MANILA

SUMMIT CO.
DUCHESNE CO.

ASULEY

NATIONAL

FOREST

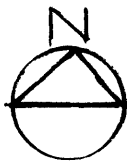
WASATCH CO.
UINTAH CO.

← CARTER ROAD

FT THORNBURGH

HWY 191

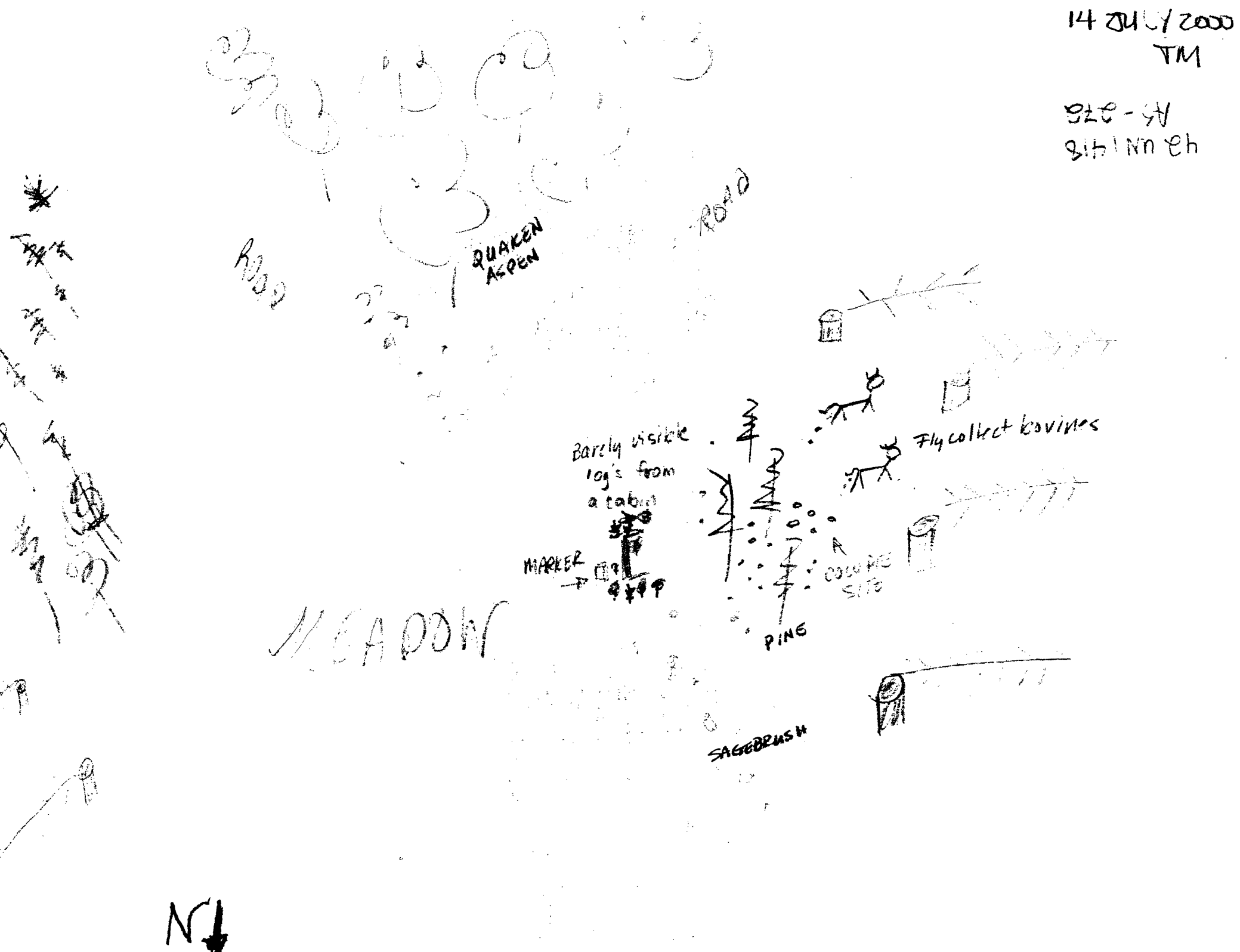
• VERNAL



NOT TO SCALE

14 JULY 2000
TM

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8141N eh



ROAD

QUAKEN
ASPEN

ROAD

Barely visible
log's from
a cabin

MARKER

PINE

Fly collect bovines

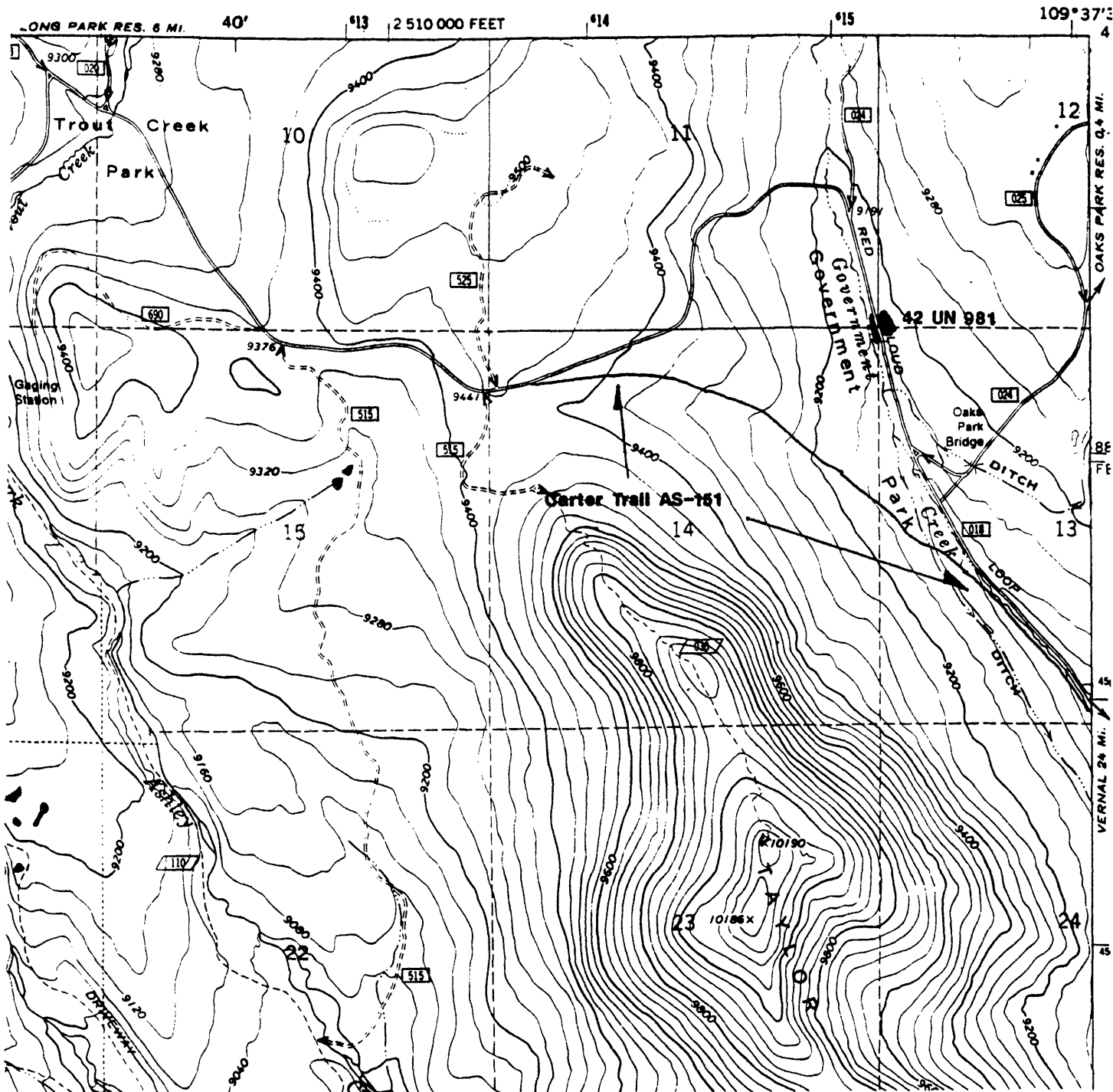
COSMETIC
SITE

MEADOW

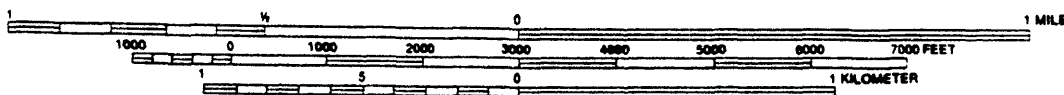
SAGEBRUSH

N ↓

TAYLOR MTN. QUADRANGLE
 UTAH-UINTAH CO.
 7.5 MINUTE SERIES (TOPOGRAPHIC)



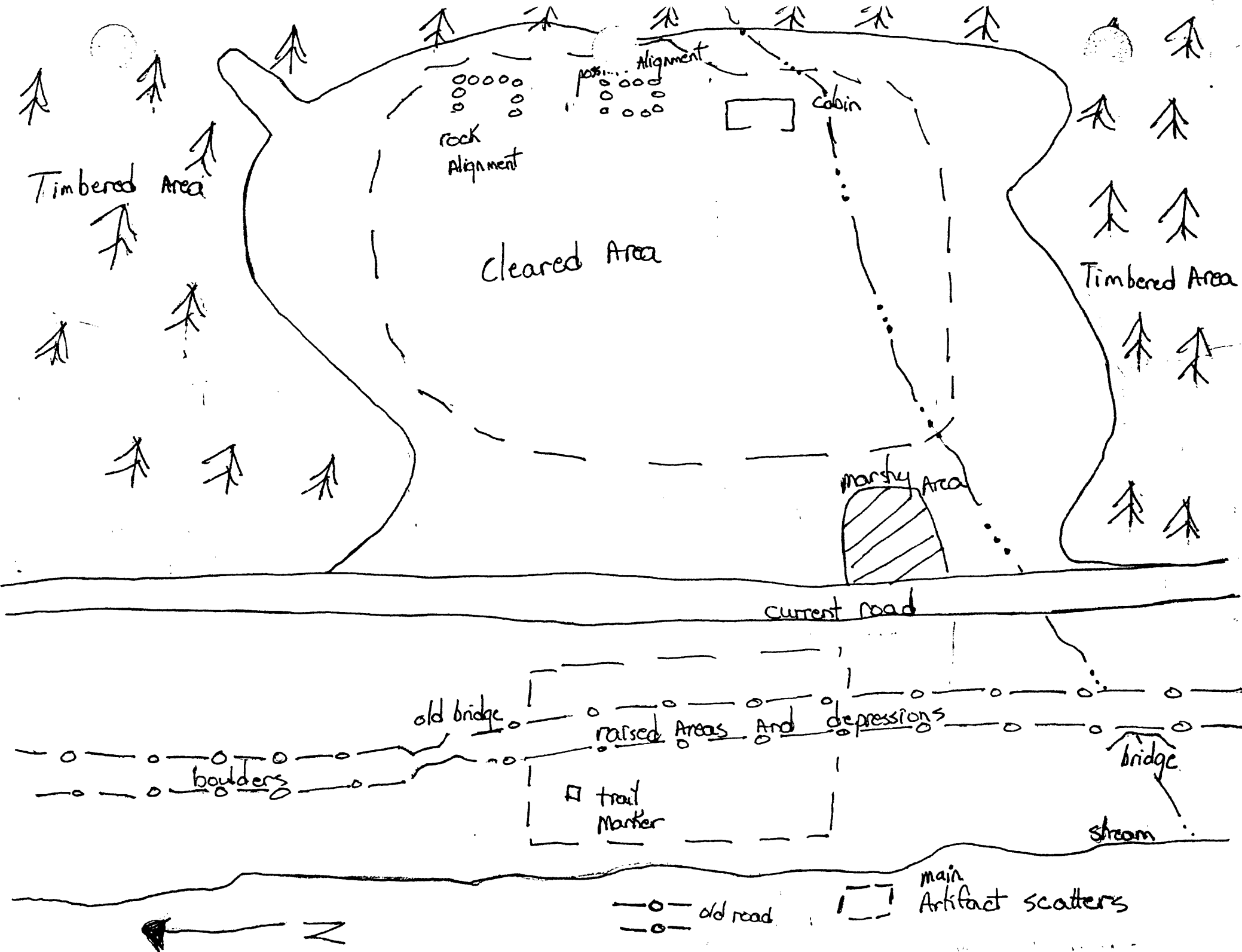
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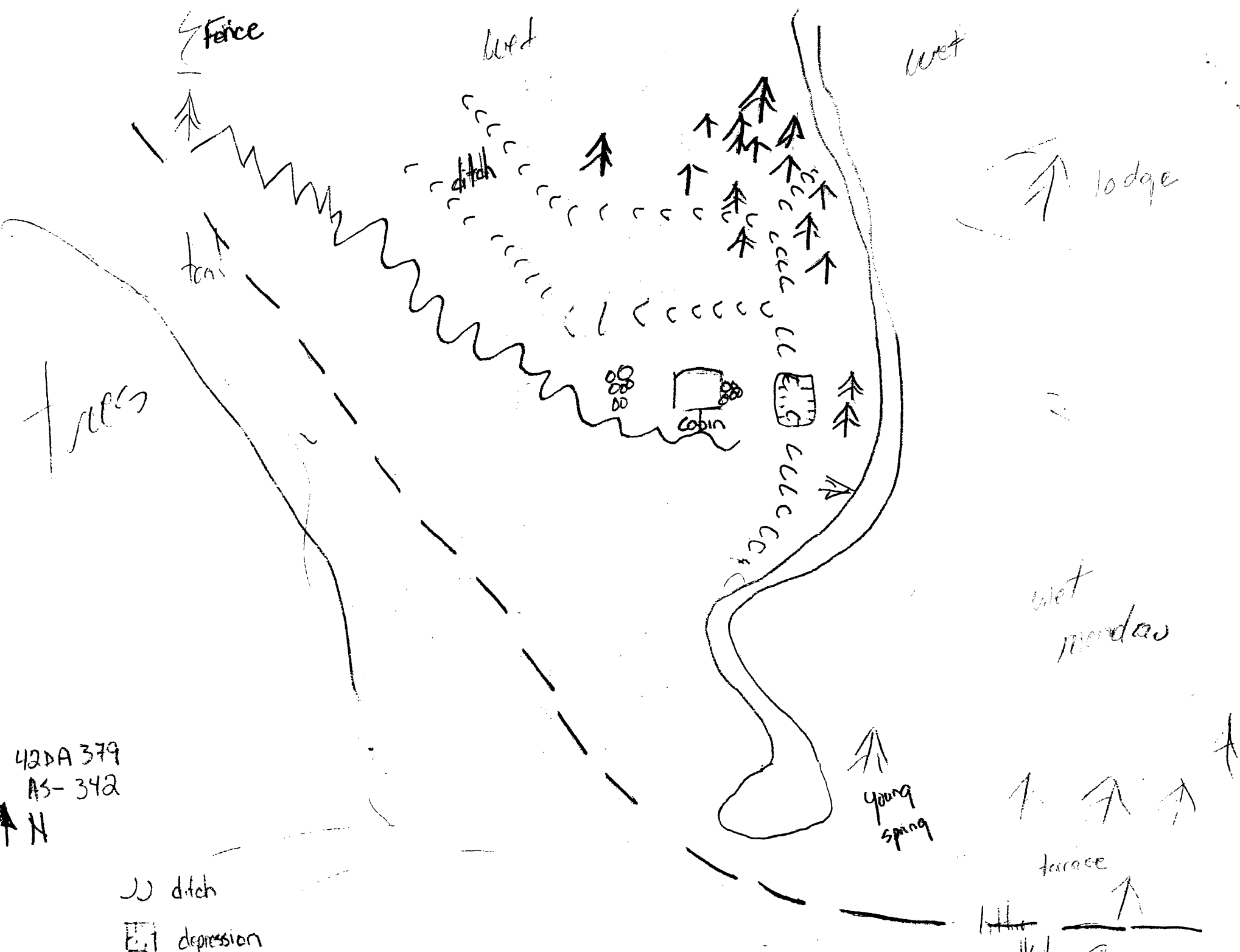


CONTOUR INTERVAL 40 FEET

N

Figure 2. 42 UN 981 Site Location: Taylor Mountain 7.5 USGS quad.
 T. 1 N R. 20 E Sections 12 and 13.





fence

wet

wet

ditch

lodge

trees

trees

Cabin

wet meadow

42DA 379
AS-342

↑ N

↑↑
Young Spring

∪ ditch
[] depression

terrace