Form 10-300 (Dec. 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

1	STATE:	
	Wyoming	•
F	COUNTY:	

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FOR NPS USE ONLY ENTRY NUMBER

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0000000	COMMON:								
	Piedmont Charcoal K	Xilns							ļ
	AND/OR HISTORIC:					7. W. 1/1.			
2	LOCATION					11 1 A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			l
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		Both		ing Consi		-	Unrestricted		
	Object [					in progress 🔀	No:		
	PRESENT USE (Check One or M	lore as Appropriate)	L						
	Agricultural Governm	ent Par	k			Transportation	Comments		i
	Commercial Industria			esidence		Other (Specify)			
	Educational X Military		igious		- Ll	State Historic Site			
	Entertainment Museum	☐ Scie	entific	ologica del Santaglia		orre			
4.	OWNER OF PROPERTY								: 
	State of Wyoming, a	dministered	by t	he Wyo	ming Rec	reation Commiss	ion		!
	604 East 25th Stree	+							
	CITY OR TOWN:				STATE	!	CODE	<del></del>	· ·
	Cheyenne				Wyon	ning	56		- - - -
5.	LOCATION OF LEGAL DESC								
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	Wyoming Recreation street and number:	Commission						+	
	604 East 25th Stree	t							
	CITY OR TOWN:				STATE		CODE		-00
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	Wyoming Recreation	Commission						6.3	z
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7.	DESCRIPTION										
	CONDITION	ONDITION (Check One)									
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ſ	INTEGRITY		(Che	ck One)					(Che	ck One)	
	INTEGRIT	Altered		Unaltere	ed X		Mov	ved □		Original Site	<b>X</b>

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Originally, and as late as 1897, five Charcoal Kilns stood adjacent Piedmont Station. Only three remain standing at the present time; a fourth is partially standing while a fifth has completely disappeared; said to have been the victim of a bulldozer and used for ballast along the nearby creek bank. The Kilns are round in circumference, conical in shape, and designed to act as a huge oven. They are constructed of native sandstone found locally in abundance and put up in layers with a lime-sand mortar. Each Kiln has one arch-type entrance way, eight feet in height which faces east. Several small air ports are located around the lower portion of the structures about three feet above the ground. Size varies somewhat, but the Kilns average about 30 feet in circumference, are approximately 30 feet high at the peak of the dome, and the walls are about 24" thick.

Inside the Kilns a faint odor of woodsmoke can yet be detected, perhaps emanating from the heavy hardened layer of carbon that still covers all of the interior surfaces.

A woven wire and 3-strand barbed wire fence surrounds the Site to make a  $155' \times 155'$  enclosure. Inside the fence natural prairie surrounds the Kilns and a granite marker has been erected which reads:

"Charcoal Kilns were built by Moses Byrne, 1869, to supply the pioneer smelters in the Utah Valley."



SIGNIFICANCE		
PERIOD (Check One or More as .	Appropriate)	
Pre-Columbian	16th Century	☐ 18th Century ☐ 20th Century
☐ 15th Century	☐ 17th Century	区 19th Century
SPECIFIC DATE(S) (If Applicable	le and Known) 1869	1/1/2
AREAS OF SIGNIFICANCE (Che	ck One or More as Appropr	riate)
Abor iginal	Education	Political Urban Planning
☐ Prehistoric	Engineering	Religion/Phi
☐ Historic	Industry	losophy
☐ Agriculture	Invention	Science Smelting
Architecture	Landscape	Sculpture
☐ Art	Architecture	Social/Human-
	Literature	(Itarian
Communications	☐ Military	Theater
Conservation	Music	Transportation

STATEMENT OF SIGNIFICANCE

Built for the purpose of processing charcoal to be used in mining smelters, the Piedmont Charcoal Kilns represent a unique type of structure that once was found in abundance on the frontier. Now they are silent monuments of a period in American history when the complete exploitation of the country's natural resources was an accepted characteristic of industrial development and progress. Throughout the West, where similar kilns operated, the process had a devastating effect on the timber lands. Vast areas were left completely denuded of vegetation to become ugly eroding landscapes. The situation was alleviated only with the introduction of coke as a substitute for charcoal in the smelting of ores.

Although the region of Southwestern Wyoming is rich in the lore of the Fur Trade and the "Gold Rush" migration, the advent of such industries as charcoal production did not begin until the Union Pacific completed laying its tracks through the area in the latter part of 1868. Piedmont was one of the many railroad stations established along the line and served as a terminal for helper engines. It possessed a round house, water tank, telegraph office and a few business establishments. A short distance to the west was another such station called Hilliard. The two station's close proximity to the mines in Utah combined with the ready availability of timber in the nearby Uinta mountains made them ideal locations for charcoal processing and shipping. At one time over forty kilns were in operation in the general vicinity, and in 1873 it is estimated that over 100,000 bushels of charcoal per month was being produced.

Five kilns were constructed adjacent Piedmont Station around 1869 by Moses Byrne. In 1867 he had settled at Piedmont and opened a business. Byrne had to his credit the building of the Pony Express stations at Church Buttes, Fort Bridger, Muddy Station, Bear River, Needle Rock and also the stables operated at Fort Bridger by Judge W. A. Carter.

For making charcoal, the kilns were filled to the top with wood, a fire started and then they were sealed in such a way that the fire could be regulated. The wood was allowed to slowly smoulder for several days. At the end of the necessary time the drafts were closed, the fire was allowed to die out, and the wood was allowed to cool before handling.

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9.	MAJOR	BIBLIOGRAPHICAL RI	FERENCES									1
T	Stone, Elizabeth Arnold. <u>Uinta County</u> - Its Place in History. (Laramie											
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Date 4-7-7/					Date MAY 2 7 1971							

Form 10-300a (Dec. 1968)

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Wyoming	
COUNTY	
Uinta	
FOR NPS USE C	NLY
ENTRY NUMBER	DATE.
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STATE

(Continuation Sheet)

(Number all entries)

Statement of Significance - page 2

If all went well, a foot thick log came out uniformly charred from bark to core. At the Piedmont Kilns, even the smaller trees and limbs proved to be suitable in the making of the charcoal.

No record concerning the specific periods or amounts of charcoal production at the Piedmont Kilns seems to have survived. Most of the charcoal was shipped to the Salt Lake Valley, but small quantities also found their way to Fort Bridger for use in the blacksmith forges and heating stoves. The price of charcoal reached 27 cents per bushel during the time of peak demand but fell to only 7 cents in the declining years of business. Today, the abandoned Union Pacific grade serves as a county road; Piedmont is a ghost town and the surviving kilns serve as an impressive reminder that this was once the scene of considerable human endeavor.