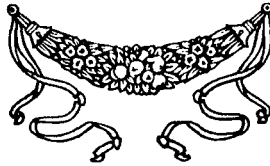


ECHOES OF YESTERDAY

Summit County Centennial History

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About 1880 a branch line was built from Echo to Park City, A coal chute, water tank, and engine house were built at Echo to supply the train's needs. In 1899 the engine house was torn down because engines were being made larger and no helper engines were needed. When a new depot was built in 1911, the old one was moved and the long row of trees on either side of the tracks was taken out to make room for more tracks. The old Pioneers wanted to make their little town beautiful, but as the years have gone, much of their work and the old land marks have been destroyed. A new coal chute was built in 1941 after a fire destroyed the old one. It was the fourth one to be built in Echo.

thorne patch at the forks of the Canyon in Chalk Creek. While dressing one morning, Fletcher saw a deer. He shot it, but only wounded it. Not wanting to lose it, he called to Muir to help him trail it. They trailed it over into Grass Creek, and came upon a ledge of rock standing higher than the surrounding country. Underneath this rock was a ledge of coal ten feet thick. This mine was opened up on what is known as Lion's hill by Daniel H. Wells, Bryant Stringham and Stepehn Taylor. It was called the Old Church Mine. The road to it was very steep and in the spring so muddy that it was almost impossible to get to the mine. Later Gomer Thomas, Superintendent of the mine drove a tunnel in from below so that teams did not have to go up the hill. In 1908 J. E. Pittit, Superintendent, drove another tunnel in to tap the old workings. In them was a post with the names of Sam Fletcher and John Muir on it.

In June, 1859, John Springgs arrived in Coalville and attempted to open a mine upon the Thomas Rhoades find, but on account of the poor quality of the coal he soon abandoned it.

Joel Lewis, H. B. Wilde, and Andrew Johnson were the first to open a mine near Coalville in what is now known as Allen's Hollow. Afterwards they sold a half interest to J. Allen and later sold the rest to Howard Livingston.

After selling the Allen's Hollow mine Andrew Johnson opened up a mine at the head of Spring Hollow. The first mine operated in Spring Hollow was called the Black Diamond. Another was called the Wasatch. Andrew Johnson sold to W. H. Smith who later sold it to the Weber Coal Company. This Company ran the coal mine for many years and furnished work for many Coalville residents.

Farmers would work on their farms in summer and work at the Wasatch or Grass Creek Mines during the winter, besides the miners who had homes or lived in Company homes near the mines.

The Weber Coal Company leased the Wasatch mine to J. H. Roberts who ran it for a number of years. Since the death of Mr. Roberts the mine has been closed.

In 1868 about the time Allen's Hollow mine was opened, three others were being opened. John Spriggs opened one that

ran under the school house hill and under the town. That was abandoned although relatives still own the Coal. John Booth opened a mine in Dexter's Hollow south of town. Numerous small mines were opened, but the only ones being worked are two small mines up Chalk Creek.

During the early days hundreds of tons of coal were hauled, mostly by ox teams, to Salt Lake City, that being the nearest source of supply. It sold for \$35.00 to \$45.00 a ton.

By 1873 a narrow Gauge Railroad, called the Utah Eastern Narrow Gauge, was built to the Wasatch mine. The cars were pulled up to the mine by mules and let down by gravity. The first coal shipped over this line was two carloads shipped to Salt Lake City, May 14, 1873. December 11, 1880, the railroad was completed to Park City.

Soon afterwards the Union Pacific built a line to Park City. There was considerable rivalry between the two lines and finally the U. P. purchased the narrow gauge and it was abandoned.

In 1859-1860, Gilmer and Saulsbury started a Pony Express. They established a station on what afterwards became the Sam Clark form. A small settlement sprang up near the station and was called Julesburg. Indian troubles began and the settlers were advised to move closer together. They built a fort where the school house now stands.

In 1861 a county organization was established.

The minutes of the court organization follows:

Chalk Creek, Summit County
Utah Territory, March 4, 1861

In pursuance of the act of the Legislature, organizing Summit Co., the County Court met on the date above to complete the organization of Summit County.

A. B. Williams, Jacob M. Truman and Wm. Henefer were appointed selectmen. They were qualified and gave bonds accordingly. Henry Wilde was appointed County Treasurer and filed his bond and took the oath of office.

I. D. Huffeker & Co. presented a petition for a grant of the waters of the Weber and a sufficient amount of timber to justify them in building a Saw Mill in Weber Kanyon above what is known as Rhoads hunting grounds. Petition granted conditioned that they build the mill as soon as possible.

WEBER COAL DISTRICT

The coal area of the state of Utah is divided into three coal mining districts, viz: the Uintah district, comprising Carbon, Emery, Grand and Uintah counties on the east; Southwestern Utah district, embracing Iron, Kane, Washington, Beaver and San Juan on the south; Weber district, embracing Summit and Morgan on the north.

The estimated tonnage in these three districts accessible, and accessible with difficulty, is 196,458,000,000 tons, and the total approximate amount of coal extracted from the Utah coal field is 31,000,000 tons, leaving a neat little reserve for

the next generation of 196,148,000,000 tons, with an additional 2,000 square miles that may contain workable seams of coal.

The Weber district contains some 20 square miles of coal land, with seams ranging from 4 to 12 feet in thickness, or an approximate total of 188,300,000 tons, figuring the seam to be 6 feet thick, or enough coal to last the Coalville City power plant till after the present set of boilers are worn out, or should the yearly rate of production remain the same as last year, namely, 149,820 tons, it will take 1,257 years to exhaust the coal in the Weber district, but it is safe to assert that with the best methods of mining coal known now or that may be developed later, not more than 50 per cent of the coal in the Weber district will ever be brought into commercial use, on account of the faulted, broken and eroded conditions of the district.

At the present time there are but four mines working in this district—the Wasatch owned and operated by the Weber Coal Co., with T. J. Lewis as superintendent, and Samuel Clark as foreman. This mine was originally opened in the early sixties and hundreds of tons of coal, taken from this seam contiguous to the present opening, were hauled to Salt Lake City by ox teams. From the meager scraps of history published of those early coal mining days of Summit county it is apparent that coal was the only produce from this part of Summit county that could be exchanged for money or money values. True, lumber was cut at Parley's park during these ox team hauling days, but the revenue from the lumber was not divided as generally or among as great a number as that of the coal revenue; and in this connection, would like to state that it would be mighty interesting for some of us younger men, who follow mining to have a history of the early days of coal mining in Summit county, written by such of the older miners who are yet among us; because from personal inquiry and research, I find but slight reference made to this interesting subject of interesting days in the two published histories of this state.

We have yet a Copely, a Cluff, a Williams, a Dearden, a Birch and others who followed the vicissitudes of coal mining from its earliest days in this county, who could give

us the true facts as they know them, as these men, mentioned, with other prominent ones, such as Samuel Fletcher, John Robinson, William Robinson, Thomas Wright (who have crossed the river), made the history of coal mining in the county. Just as the present day history of coal mining in Summit county would be incomplete without the name of T. J. Lewis, Samuel Clark, James O. Clark, Herbert Morton, Dan Sommers, Gomer Thomas, Edward Sawley, Hyrum Pringle, William S. Wilde, Thomas Rees, M. W. Taylor, etc., so would the early history be incomplete without the names of those I have mentioned.

And as the coal mined from this district in early days brought its revenue, so today hundreds of men, women and children in the Weber district look forward to pay day. In connection with the Wasatch mine we have the Superior Fuel and Briquette Co., under the management of Gomer Thomas as lessee, employing on an average of 35 men, the product of this property being used by the Union Portland Cement Co. at Devil's Slide.

—Rewritten by Rhea M. Bagnell

Wasatch Mine, Owned by the Weber Coal Company

The Wasatch Mine, owned and operated by the Weber Coal Company, a corporation of the state of Utah, was situated two and one-half miles east of Coalville. The mine was connected with the Echo and Park City branch of the Union Pacific railroad by a spur track nearly three miles in length, at the end of which are the mine loading tracks. These loading tracks are so constructed as to permit placing the empty railroad cars at the head of the yard so that the cars could be distributed to any of the three loading tracks leading to the loading chutes at the tippel; the whole system being operated by gravity from the farthest point at the head of the yard to the loaded car tracks below the chutes, where the railroad engine could couple on to the loaded cars without any extra switching.

The mine was opened by a slope driven in the covering sandstone which lies immediately over the coal seam and which forms the roof over the coal. The slope was driven for a distance of 238 feet in the rock to a point where the coal

seam is encountered on its dip from which point the slope is continued in the coal on a 19 degree pitch for a further distance of 662 feet. Levels were driven to the east and west from the slope and the coal was worked out in rooms to the rise of the levels; the coal seam being of an average thickness of 10½ feet and entirely free from rock bands and other impurities.

This mine was fully equipped with automatic dumps of the latest pattern and with elevators, screens, chutes, etc., for sizing and conveying the coal to the cars. The power was derived from a battery of three boilers, each being twenty feet in length and sixty inches in diameter and supplied with hot water from a heater 16 feet in length and 54 in diameter, the water being heated by the exhaust steam from the engines. The hoisting engine was a geared Prescott and Scott machine, cylinders 12 x 16 inches, drums five feet in diameter, hoisting cable of one and one-eighth inch diameter crucible steel with safety attachments for connecting with the mine cars when hoisting.

The ventilation was effected by a seven-foot diameter steel stine fan acting as an exhaust and furnishing an average of 30,000 cubic feet of pure air per minute. The fan was operated by means of 25 horsepower steam engine.

The water from the mine was handled by four large Knowles pumps, two being of the piston type and two of the plunger type. The steam line from the boilers at the surface to the pumps at the pump stations in the mine being four-inch wrought iron pipes and the water column being made of the heaviest and strongest six-inch pipe from the pump stations to the 10,000 gallon water tank at the surface.

The company had about 900,000 tons already developed and ready for immediate extraction and the coal field owned by the company embraces 811 acres with millions of tons of the finest and cleanest sub-bituminous coal in the state of Utah to be opened up for the future needs of the industries of the state.

The Weber Coal Company then leased the Wasatch mine to J. H. Roberts who ran it for a number of years. After the death of Mr. Roberts the mine was closed.

GRASS CREEK COAL MINING

John Edward Petit

About 1860 coal was discovered in Coalville and the same year in Grass Creek Canyon. It has been recorded in history that the discoverer was General Connors, Commandant then at Fort Douglas, but early Coalville settlers had herded cattle up Grass Creek, and knew that coal was there.

Prior to 1876 we have no official record of coal production for the State, but by 1868-70 coal was being hauled to Salt Lake City by ox teams via Parley's Canyon.

About 1882, the Union Pacific commenced grading at Echo for a narrow gauge railroad to Park City, Utah.

About 1884, a narrow gauge track was laid from the mouth of Grass Creek Canyon some five miles up the canyon to a deposit of coal that showed under the lower ledge of sand rock formation. A number of homes were built, and local and Chinese miners were hired. The coal was taken to Echo and there transferred by hand from narrow gauge cars to the standard gauge cars just as was all freight from Park City, Utah.

This coal was in demand for locomotive use, but was too light in volume, as the spark from the locomotives burned up all vegetation and crops in Echo and Weber Canyon. This coal was then sold for stationary boilers and domestic use for which it was adapted, being a good grade of lignite coal. This mine and railroad were abandoned about 1887 or 1888.

During this period a seam of coal had been developed, known as the Church mine, located on a hill some 3 or 4 miles east of the U. P. mine from which coal of a better grade was hauled to Coalville and other settlements by team. This coal land was a land grant given the Union Pacific by the Federal Government for building the main U. P. line. They received every odd alternate section for so many miles on either side of the right-of-way. Through some deal with the U. P. the Church came in possession of two sections of this land.

In 1895 the church decided to build from the now standard gauge Echo - Park City Railroad, at the mouth of Grass Creek Canyon up to the Cullen mine, some two miles east of the abandoned U. P. mines. It was to take charge of this Cullen mine that I was appointed superintendent, February 1st, 1896, which position I held until the fall of 1899, when I accepted a position at Hanna, Wyoming.

The cause of closing down the Cullen Mine was the massive sand rock roof settling on the soft clay floor which always held more or less water, causing the clay floor to force itself down this 18% grade. This was the main cause of closing all Grass Creek mine openings to the dip.

The old Church mine on the hill was yet in operation under lease by Robinson and Birch as a wagon mine, the main part of the output being hauled by Ira Eldredge and Thomas Rees.

I returned to Grass Creek from Hanna, Wyoming, Feb., 1903, as superintendent and acted as such until May, 1907, when appointed State Coal Mine Inspector by Gov. Cutler, and reappointed by Gov. Spry for two terms.

About the year 1910 this Church property was turned over to the Lion Coal Co. of Ogden, who were operating mine properties in Rock Springs, Wyoming, also a mine at Wattis, Utah, that is yet in operation.

After 1910 different parties operated the Church properties in which the Pingree interest of Ogden had a controlling part, with John Roberts as foreman.

Later, we understand, that through some outside influence, Archie Walton, obtained some government money which was spent by local miners in an attempt to revive the property and make a living, but it seems that all available coal had been taken. No one wanted to go to the dip for the good coal still remaining there and which will remain until a different system of mining soft floor coal with a thick overburden sand rock roof has been discovered and put into successful operation.

—Written by John Edward Petit, Price, Utah

COAL MINE

From Alonzo Winters History

In 1864 a coal mine was opened in Hoytsville by Carlton Brothers. This mine was on the west side of the river about two miles up Spring Creek. It was called the Carlton mine. That same winter a number of families lived there, mostly in dugouts so that the men might work in the mine.

Most of the coal was taken out and hauled to Fort Douglas by government teams. A few years ago some coal was again taken from this mine.

About this time a great deal of coal was taken from Coalville to Salt Lake City. When delivered, it brought from \$45.00 to \$50.00 per ton. A number of Hoytsville men participated in the hauling. This seems to be an outrageous price to pay for coal, but when one considers the time spent in digging the coal and taking it to the city and returning, it might be in keeping with other prices.

RAILROADS

In 1890 the Utah Central Railroad, promoted by John W. Young, began buying right of way for a railroad over Wolf Creek Pass into the Uintah Basin, Wm. Neighbour sold them a right of way through his land for \$650; the grade was built from Hailstone to Woodland and ties were laid. The ties were cut in the mountains and floated down the Provo River during high water. This work was very dangerous, some of the men nearly losing their lives.

Hoping to receive some cash to increase the little they had, the men from Francis worked, many of them with their teams, on this project, getting out ties and making the grade. The railroad company went broke and not one of the men who worked received any pay. The grade still remains and many of the ties are still in use in the farmers' fences along the river bottoms.

RAILROADS

The Old Utah Central—Sam Raddon, Jr. in the Park record remembers when the first Utah Central railroad train chugged into Park City over its narrow guage rails in 1890; the steep zig-zag road bed for the pull over the summit before

the tunnel was bored; the switch backs that ran up the hill-sides as a safety measure in case the train ran away going down; the lofty, none too secure trestle over Lamb's Canyon.

He told in this article about the Utah Eastern Railway coming to Park City in 1880 from Echo, bringing coal from Coalville and hauling ore back. In the middle 80's John W. Young, Brigham Young's son, was promoting railroads on his own—the Utah Western and the Salt Lake and Eastern companies largely paper lines for the purpose of financing. As a result of his activities the Parley's Canyon Utah Central road from Salt Lake to Park City was built and completed in 1890. It operated for about five years as the Utah Central; then went bankrupt and was sold at a foreclosure and leased to Denver and Rio Grande Co. The first station was a converted box car or old passenger coach.

After borrowing all the money he could possibly get in this country, John W. Young went to Europe where he succeeded in interesting a Spanish nobleman in the new railroad to the immensely rich mining camp of Park City. He told of the great metropolis that would be built below Park City and promised to name it for him—Don Gorgoziandus. Young got the million and a half and kept his promise as the name Gorgoza proves.