



UTAH CHAPTER

THE
LINCOLN
HIGHWAY
IN
UTAH

SECOND EDITION

Published by

The Utah Chapter of the Lincoln Highway Association

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Lincoln Highway Association

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THE LINCOLN HIGHWAY IN UTAH

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In 1913 a group of businessmen who were involved with the newly developing automobile industry created a plan for a road that would cross the United States. The name of this trans-continental road was to be the Lincoln Memorial Highway, and its route was to cross twelve centrally located states including Utah.

The Lincoln Highway was developed before the government became involved in roads and highways and was promoted and financed primarily by the private sector. After serving as the main east-west auto route across the country for about 16 years the Lincoln Highway lost its identity as an officially recognized highway when the federal highway system was created by the US Congress.

But the old Highway was never entirely forgotten and a few interested individuals began to study it and the effect that it had on the development of the country. In 1992 a second Lincoln Highway Association was organized. The major objectives of this new Association are the preservation of the existing remnants of the original road and the promotion of an awareness of this historic transcontinental highway.

This guidebook is concerned with the Lincoln Highway in the state of Utah. Its purpose is to describe as closely as possible the original route of the Highway, the major changes that were made in the route, and some of the areas where sections of it can still be found.

In locating the route of the Highway the writer has relied on several early road guides. Four of these were published by the original Lincoln Highway Association in 1915, 1916, 1918, and 1924.

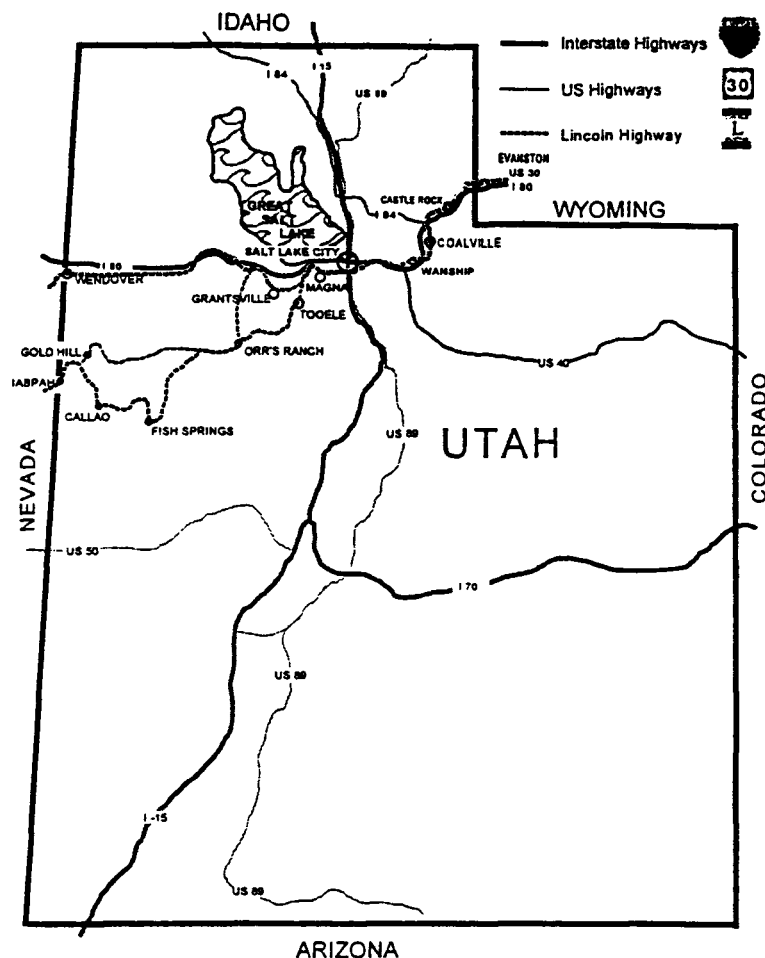
An early road guide for the Utah area was compiled by William D. Rishel, the secretary of the Utah Auto Association from 1902 until 1920. This road guide was published by the Salt Lake Tribune in 1919 as *Rishel's Routes*.

A road guide which was used extensively by the writer in researching the route of the Lincoln Highway through western Utah is a log made for the early route between Salt Lake City and Ely, Nevada. This guide was compiled by Gael S. Hoag in about 1912 when he was the secretary of the Nevada Auto Association.

Another source that has been quite helpful was compiled by F.A. Kittredge, a Highway Engineer employed by the U.S. Bureau of Roads in 1922. Kittredge traveled from Salt Lake to Gold Hill along the Lincoln Highway, then to Wendover, and back to Salt Lake City on a primitive road which followed the Western Pacific Railroad tracks across the salt flats.



THE LINCOLN HIGHWAY IN UTAH

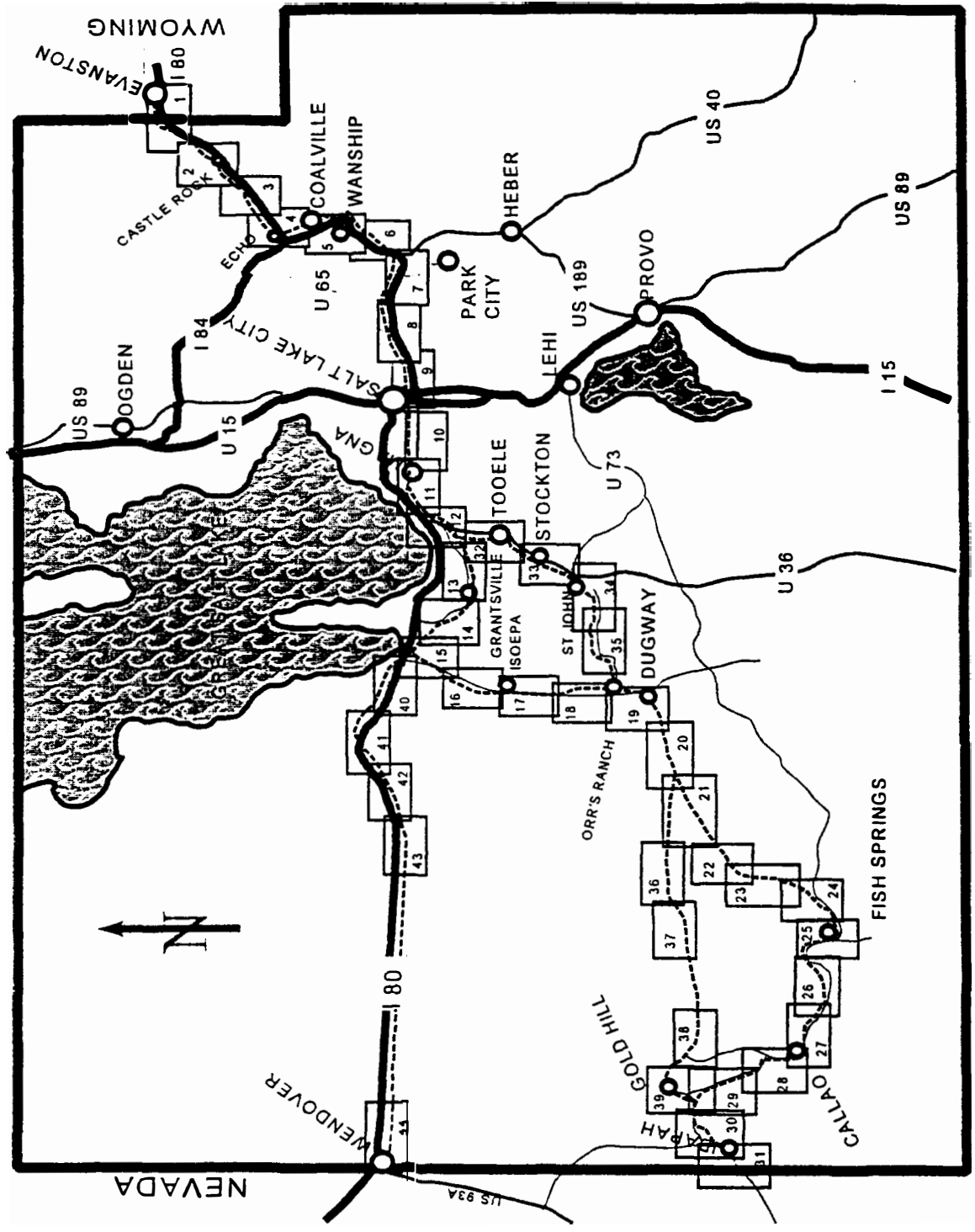


FOLLOWING THE ROUTE AND FINDING THE ORIGINAL ROAD

There are many places in Utah where today's modern roads and highways lie directly over the Lincoln Highway, and there are many places where the old road has disappeared altogether. Fortunately there are also a number of places in Utah where the old Lincoln Highway can be found in almost the same condition as it was when it was the country's primary coast-to-coast highway. The following is intended to be of help to those who may be interested in following the route of the Highway and finding the still existing sections of the original road. Starting

at the Utah-Wyoming border we will travel westward across the state following the original route as closely as possible and driving on the original road whenever it can be done.

On the map you will find entries from the road guides that were used in researching the route of the highway. For instance, Rishel - 2.5 "cross railroad" indicates that in Rishel's road guide the traveler's trip meter would read 2.5, and at that point the highway crossed the railroad.



Index to section maps used in this document.



1 - Wahsatch

In order to get to the Utah-Wyoming line by traveling on the original route you will need to start in the city of Evanston, Wyoming. Near the center of town, you will need to get on Harrison Drive and head southwest. From Harrison Drive you will turn west on Wahsatch Road. About two miles west of town, Wahsatch Road becomes a frontage road on the north side of I-80. At about that same point the Highway veered to the north, leaving the frontage road and crossing to the north side of the railroad tracks. Rishel's Evanston-to-Salt Lake log makes it clear that the Highway was on the north side of the railroad when it crossed the state border. Rishel started his log at the Courthouse in Evanston which is south of the railroad station. [1] After traveling for 2.5 miles he crossed the tracks which placed him on the north side of the railroad as he crossed the state line. [2]

The frontage road takes you behind the Utah port-of-entry station which is located right on the state line. For the next five miles you will be able to catch glimpses of the Lincoln Highway which is a narrow dirt road about a quarter of a mile away on your right. Unfortunately you cannot get onto it because the road is on property that is owned by the Deseret Livestock Company and they keep their gates securely locked.

In the area between the state line and Wahsatch Station the Highway crosses three concrete bridges which can be seen from the frontage road. All three bridges are similar in design which leads the writer to believe that they were built at about the same time, possibly during the Lincoln Highway period.

At Wahsatch Station the frontage road comes to an end. Rishel indicated that just past the railroad siding the Highway made two separate railroad crossings. [3] This would mean that it crossed the same set of tracks twice or that it crossed two different sets of tracks. The last explanation is probably the most likely. This would have put the Highway to the east of both sets of tracks at the summit of Echo Canyon.

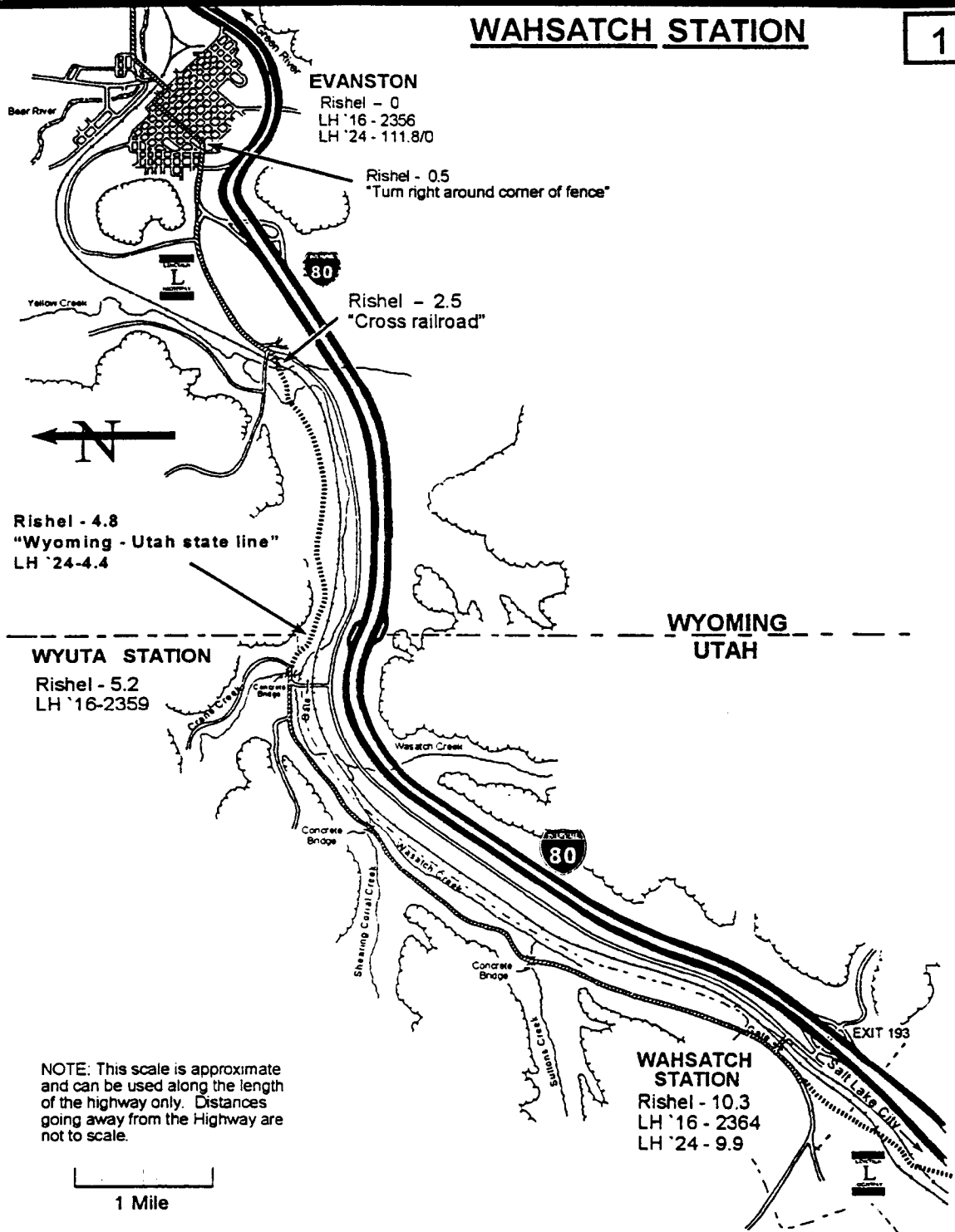
In the upper end of Echo Canyon there have been numerous changes in the location of the roads and the railroad tracks. Even during the short life of the Lincoln Highway significant changes were made in the alignment of the route. The 1924 road guide contains the following entry:

"The Union Pacific Railroad has also done considerable work on the Lincoln Highway through Echo Canyon in the way of filling and grading. This was done on account of the new construction of the double track system which in many cases forced a change in the Lincoln Highway roadbed." [4]



WAHSATCH STATION

1





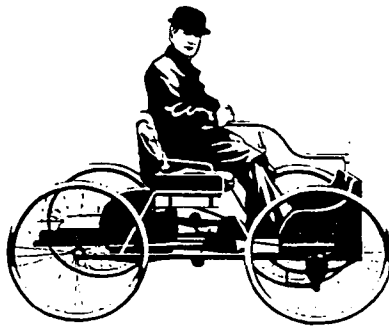
2 - Castle Rock

Below Wahsatch, for about four miles, the construction of the railroad and I-80 has completely eliminated any sign of the Highway, and the exact route remains uncertain.

After passing Exit 189 you will be able to see the old roadbed near the base of the hills west of the Interstate.

Rishel mentions a post office at the town of Castle Rock.[5] The post office must have been located about a mile northeast of the Castle Rock Exit (Exit 185). Somewhere in this area the original road came out from under I-80 and crossed the railroad near the site of the Castle Rock Railroad Station which would have been just west of the exit.

Continuing down the canyon, the old roadbed can be seen between the two sets of railroad tracks.

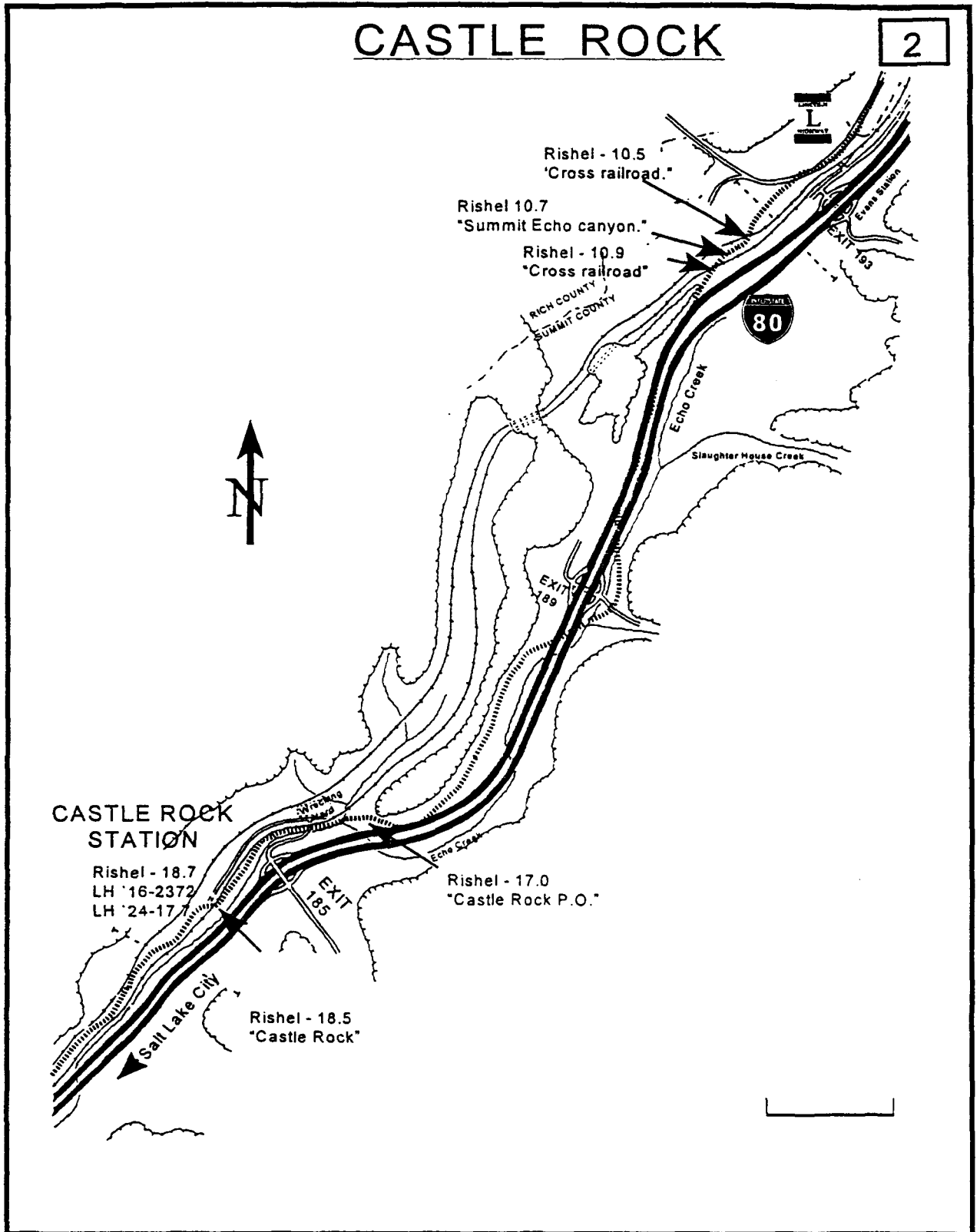


First Ford — 1896



CASTLE ROCK

2



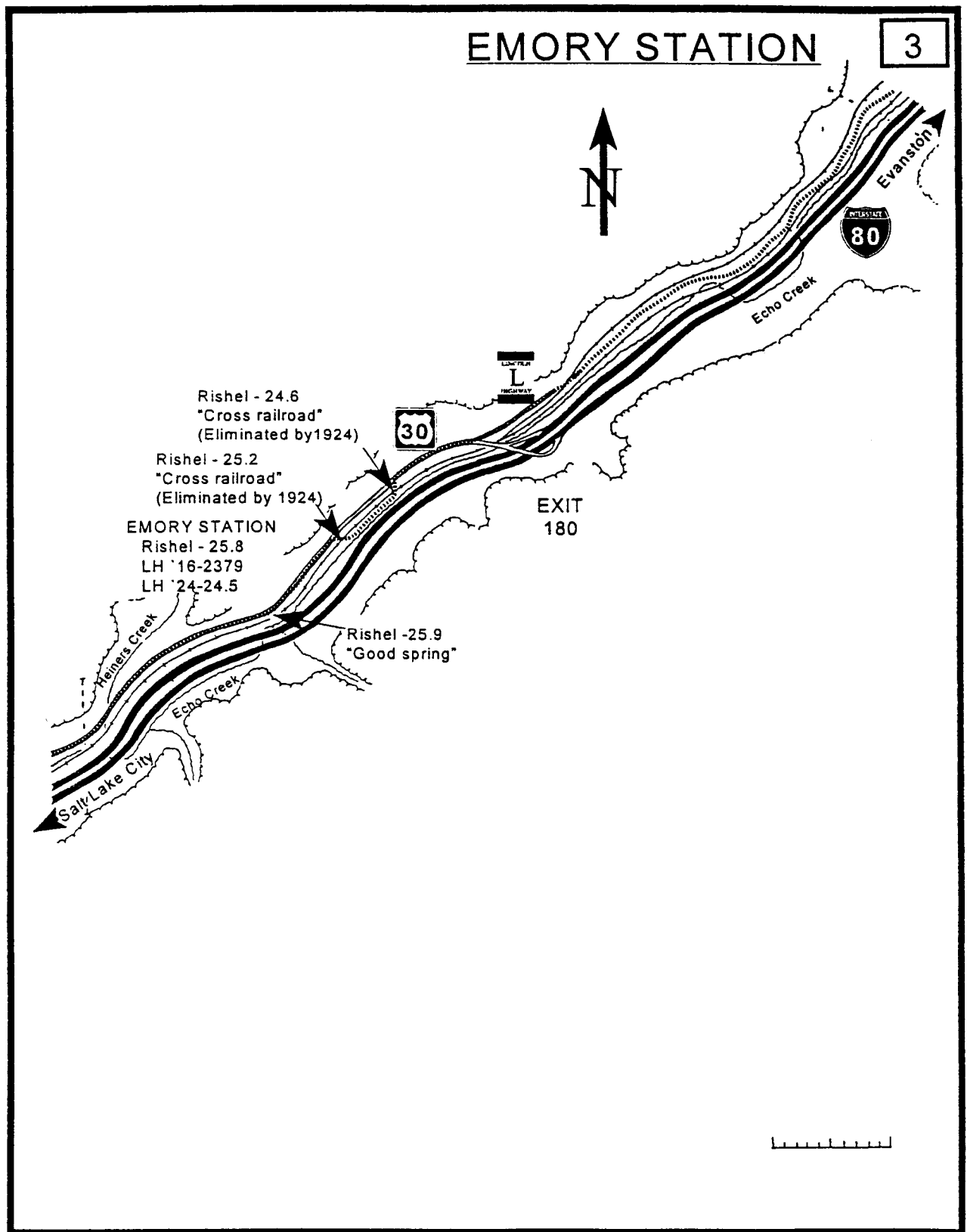


3- Emory Station

When you reach Exit 180 you can leave I-80 and get onto the Lincoln Highway. This section of the Highway was designated as US 30 South for many years and has been maintained as a frontage road since the construction of I-80.

Rishel's 1919 road guide indicates that at about .8 miles from Exit 180 the original road crossed the railroad and then crossed back again after only a short distance. These crossings were eliminated by later improvements to the Highway.

Located about 2.5 miles beyond Exit 180 the Emory Railroad Station was used as a checkpoint in all of the old road guides. [6] Rishel indicated that just beyond the station there was a "good spring." [7] Today you can find a small grove of pine trees but the station buildings and the spring have disappeared.





4 - Echo Canyon

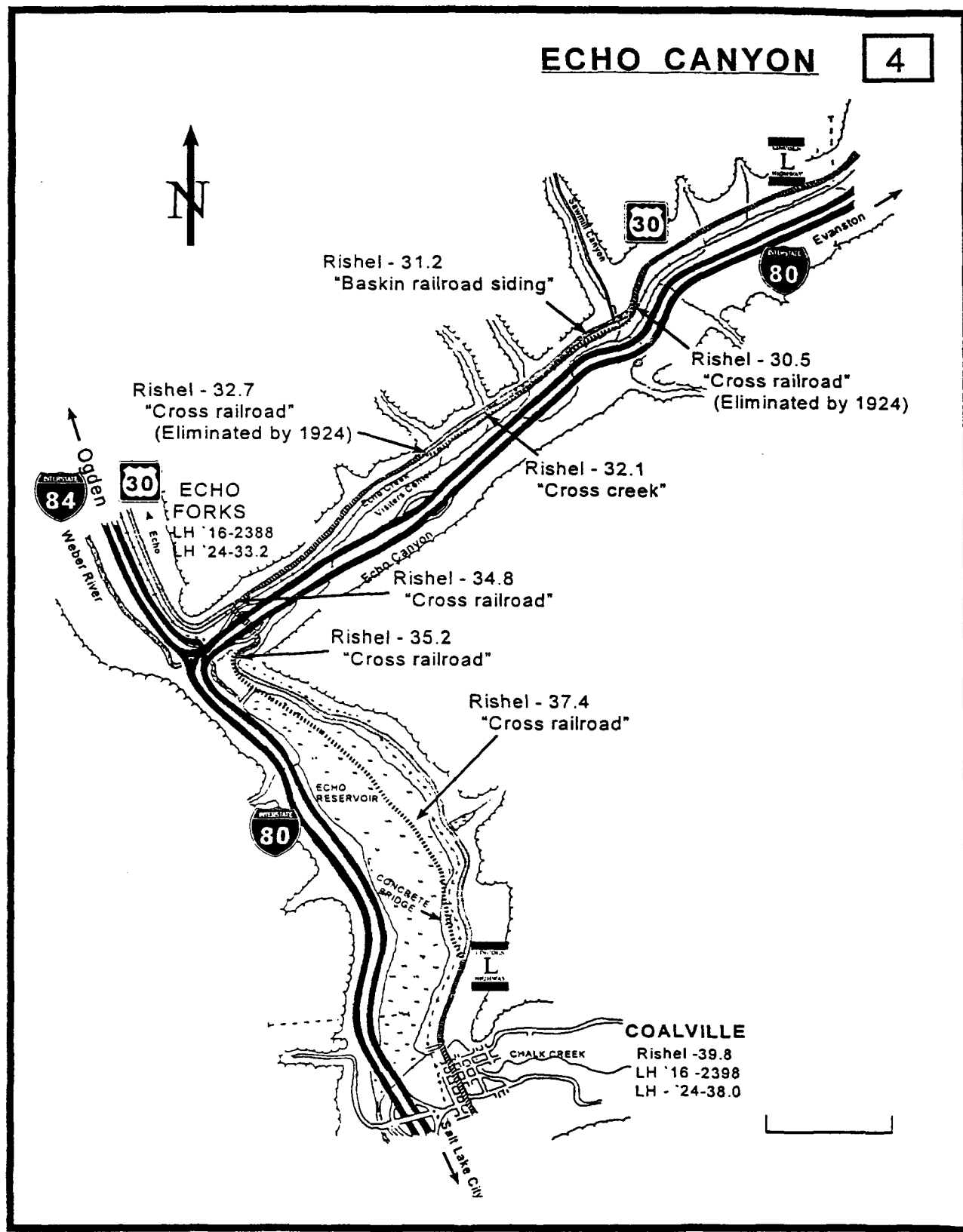
Near the mouth of Sawmill Canyon the 1919 route crossed to the east side of the railroad tracks. It then passed Baskin railroad siding, crossed a creek, and crossed back to the west side of the tracks. These crossings were also eliminated by improvements to the Highway.

Following the first printing of this book it has been learned that the original route of the Lincoln Highway turned to the northwest at the of Echo Canyon and followed today's Interstate 84 through lower Weber Canyon to the city of Ogden. From Ogden the Highway went south to Salt Lake City, probably following old US 91 and today's I-15. Due to the current lack of verifiable information relating to this route, no maps of this short-lived route are included in this book.

At -the mouth of Echo Canyon the 1915 route turned south and crossed the main railroad tracks. It then made a quick turn to the west and went under a railroad trestle. This trestle carried a spur line that went to the mines in the Park. City area.[8] This section of railroad has been abandoned and turned into a hike-and-bike trail. After crossing under the trestle the Highway turned to the South and began to follow the Weber River.

About half a mile to the south you will come to Echo Dam. For the next couple of miles the original road is covered by the waters of the reservoir. This dam was completed in 1930 and both the railroad and the Highway were moved to alignments higher on the hills east of the reservoir.

About three miles south of the dam there is a parking area for hike-and-bike trail users. In this area, about 100 yards from today's road is an old concrete bridge. No sign of the road, just the bridge. It is quite possible that this bridge was on the original route of the Highway.





5 - Coalville

After coming out of the reservoir the Highway headed south to Coalville. After passing through the town of Coalville the Highway continued south, staying well to the east side of the Weber River until it reached a point directly east of the town of Wanship. Here it turned west, crossed the Weber River and the railroad tracks, and entered the town of Wanship.

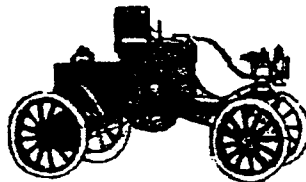


Stanley Steamer — 1897



6 - Silver Creek Canyon

The original road continued west through Wanship and entered the lower end of Silver Creek Canyon. Today you can follow the old road for about 2.5 miles to a locked gate. Not far beyond the gate the original road disappears under the southbound lanes of I-80. At the gate you will have to turn around and return to Wanship then turn south and get onto westbound I-80.

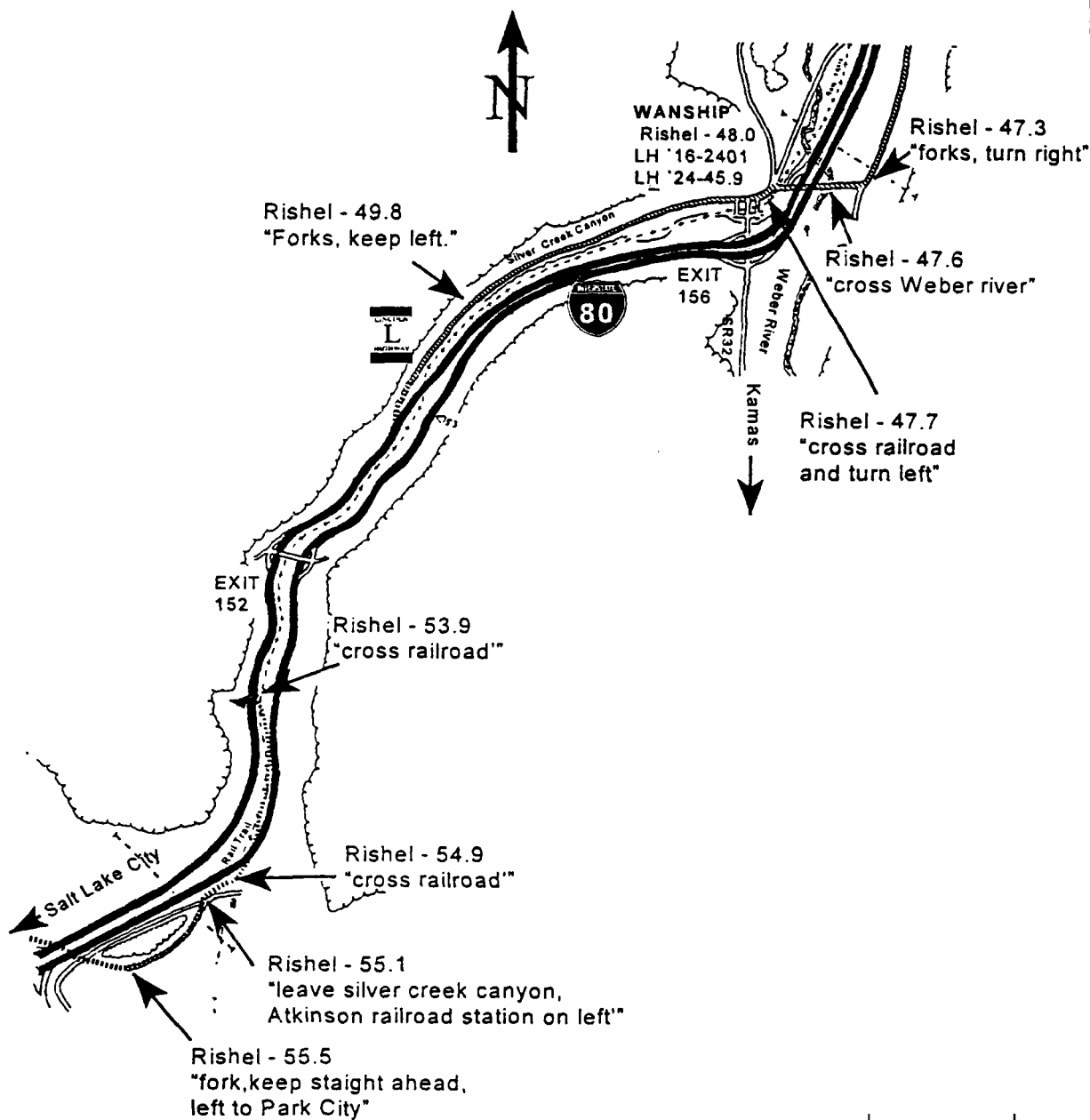


Oldsmobile — 1901



SILVER CREEK CANYON

6





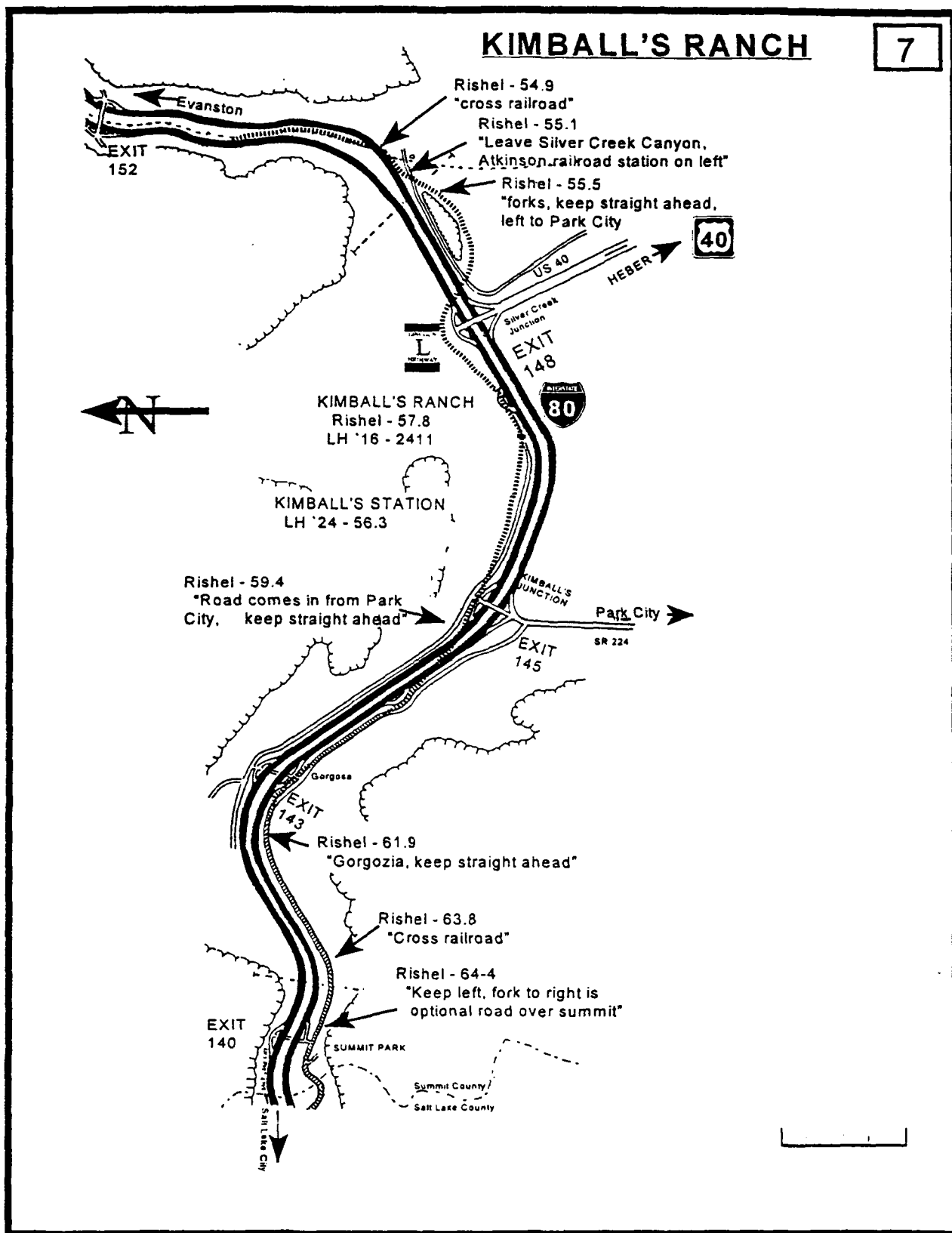
7 - Kimball's Ranch

After leaving Silver Creek Canyon the Highway passed Atkinson railroad station. [9] Just south of I-80, near the bend leading into Silver Creek Canyon, are some farm buildings which may be near the site of the old railroad station. About a quarter of a mile to the west is a short section of original road. You can get into this area by leaving I-80 at Exit 148 and heading south on US 40. You will then take the first exit from US 40 and turn east and then north on the frontage road. After the frontage road turns east you will come to a road leading to a wastewater treatment facility. This may have been the route of the Highway.

After passing Atkinson Station the Highway turned west and crossed under I-80 somewhere near Silver Creek Junction. Between here and Kimball's Junction some remnants of the original road can be found in the area north of I-80. In recent years a rest area has been built right over the old roadbed. Just west of the rest area is Kimball's Ranch which was mentioned by Rishel and the 1915, 1916, and 1918 editions of the Lincoln Highway Road Guides. [10] The Highway went right between the white clapboard building and the stone ranch house. From Kimball's Ranch the Highway continued west and after about .4 miles came to Kimball's Railroad Station which was used as a checkpoint in the 1924 road guide. [11]

To get into this area you can leave I-80 at Kimball's Junction (Exit 145), turn to the north and then to the east. Most of this area is being developed into upper-income housing, some of it directly on the old road, but there are two short sections that are still intact and will probably be preserved.

After passing the railroad station the Highway crossed under I-80 somewhere near Kimball's Junction. From here to the summit of Parley's Canyon the original route must have been nearly the same as the frontage road on the south side of I-80. This was also the alignment of US 40 through this area. You can get onto this road from Exit 145 or Exit 143.





8 - Parley's Canyon

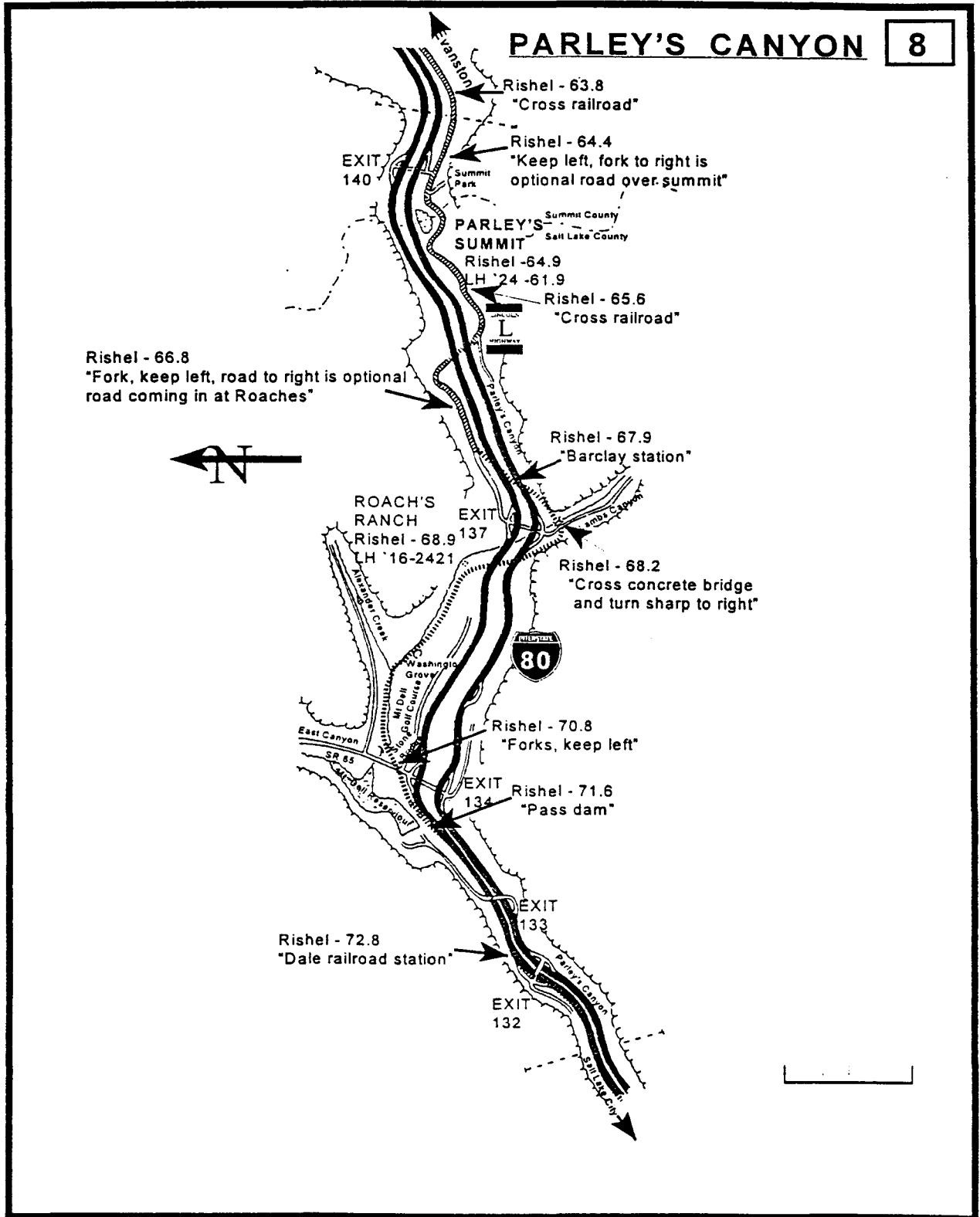
I-80 goes through a deep road cut on the north side of a hill that lies in the center of Parleys Summit. The Lincoln Highway and US 40 crossed the summit on the south side of this hill. After crossing the summit the Highway continued to circle around the hill and at a point 1.5 miles west of the summit it crossed under I-80. You can follow the old road to this point but will then have to return to Exit 140 and get back onto I-80.

After coming out from under I-80 the Highway went for about a mile, crossed back to the south side of I-80, and turned into the mouth of Lamb's Canyon. The road cut that took it into the canyon can be seen just above the eastbound lanes of I-80. In the mouth of Lamb's Canyon the Highway crossed a concrete bridge then came back out of the canyon. [12] The bridge is still there. Small stones forming the words "New State Highway 1914" are embedded in the wall on one side of the bridge. You can take Exit 137 to get into Lamb's Canyon.

After leaving Lamb's Canyon the Highway took a northwest direction crossing I-80 again, cutting through the Mt. Dell golf course, and then turning west toward Mt. Dell Reservoir. Located somewhere in this area an establishment known as Roach's Ranch was mentioned by Rishel and the 1915, 1916, and 1918 editions of the Lincoln Highway road guides. [13]

The development of the golf course has wiped out all traces of the Highway and Roach's Ranch, but north of the golf course in the bottom of the gully, the writer came across an old bridge built from native rock. This bridge is not mentioned in any of the road guides but I am quite certain that it was a part of the Lincoln Highway. A short hike along the old roadbed will take you to this bridge. Take Exit 134, turn north, go under the golf cart bridge, and park. On your right you will find a road which is closed to vehicles. This, I am quite certain, is the Lincoln Highway and the bridge is about a quarter of a mile away.

After crossing State Route 65 the Highway continued down Parley's Canyon, passing the dam that forms Mt. Dell Reservoir. An abandoned section of the Highway can be found between I-80 and the reservoir.





9 - Salt Lake City

In the lower end of Parley's Canyon, the construction of I-80 has eliminated the Highway except for a very short section in the mouth of the canyon. On the north side of a landmark known as Suicide Rock there is a section of the Highway which is still in good condition. The construction of I-80 and I-215 has effectively landlocked this area and the only way to get to it is to park on the side of the northbound lanes of I-215 and walk down a dirt maintenance road to the bottom of the gully.

The Lincoln Highway used two different routes as it left Parley's Canyon. The earlier route which was documented in Rishel's guide book followed the bottom of the gully along the banks of Parley's Creek until it approached the area of today's 2000 East. At that point Rishel instructed eastbound motorists to make a right turn, pass a windmill, then follow a dugway that led into the gully. [14] Westbound travelers would have climbed out of the gully; at this point they would have reached 2100 South at about 1700 East. This earlier road has been eliminated by the golf course now located in the gully.

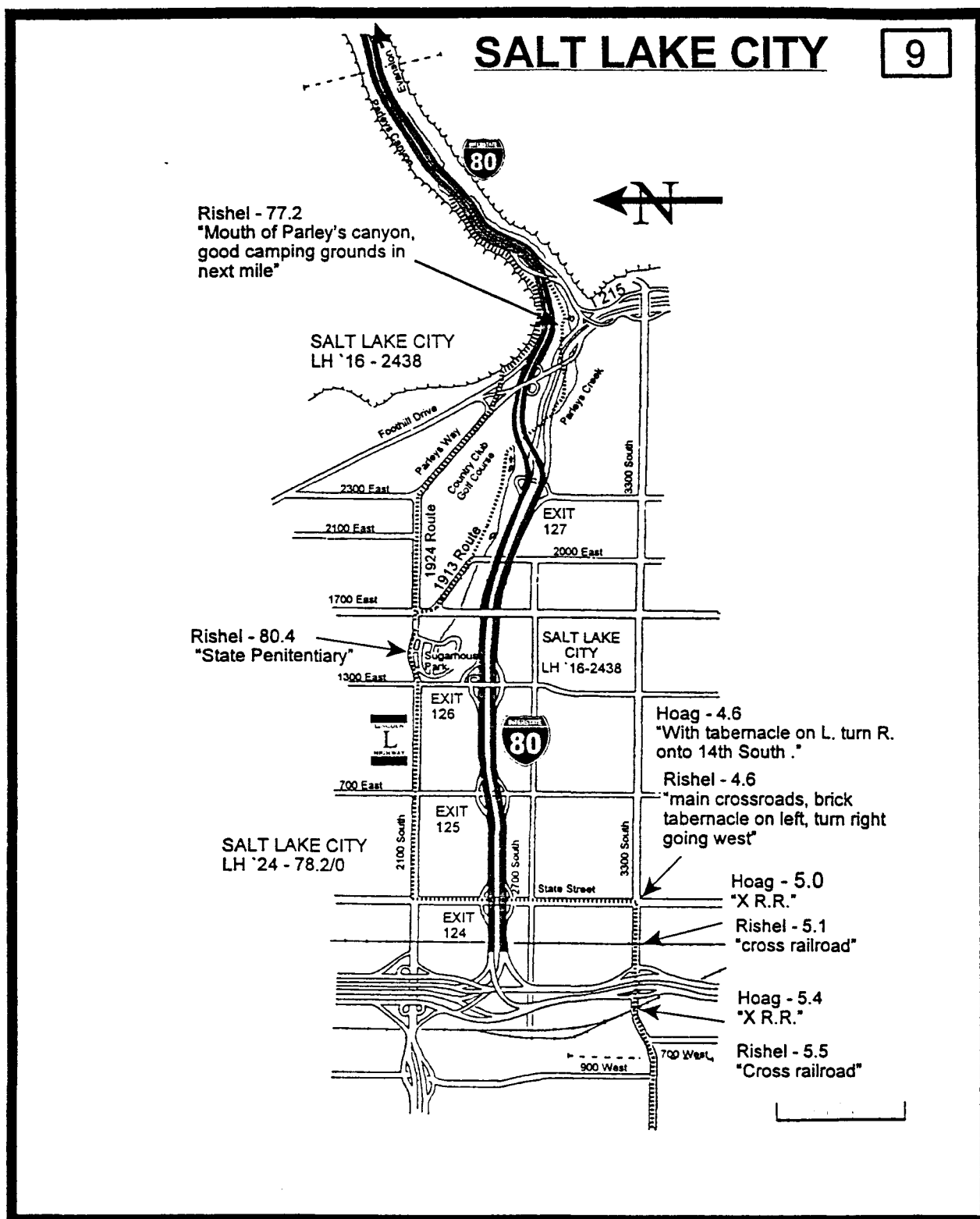
A route that was developed sometime between 1919 and 1924 split away from the original road at a point about 1.5 miles into the canyon. This road began a gradual climb out of the canyon and emerged on the north side of I-80. The now abandoned roadbed is still visible as you approach the mouth of the canyon from the west. A map in the Lincoln Highway's 1924 road guide shows this road as "Wasatch Blvd." [15]

Today you will follow the later route into Salt Lake City. As you are coming down Parley's Canyon you will take the Foothill Drive exit and then quickly make the turn onto 2100 South.

After passing the old State Penitentiary which was located at the present site of Sugarhouse Park, the Highway continued through the community of Sugarhouse and came to State Street. The 1924 road guide used the old County Hospital as its control point for Salt Lake City. [16] The hospital was located on the northeast corner of 2100 South and State Street and has since been replaced by a modern county government complex.

At this point we come to the route that Gael Hoag followed when he was compiling his Salt Lake-To-Ely road guide. He had started his log at the office of the Utah Auto Club at 251 South State Street.

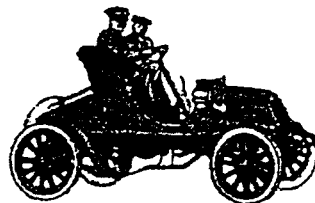
At State Street the Lincoln Highway turned south until it reached 3300 South where it turned west and crossed two sets of railroad tracks. [17]





10 - Jordan River

The Lincoln Highway crossed the Jordan River at, or very near, the site of today's 3300 South bridge. Three tenths of a mile west of the river the route made a turn to the north and then to the west again. [18] Today, instead of turning north, 3300 South turns southwest and then west again, becoming 3500 South. Concrete barricades prevent us from following the old route to the north. On the other side of the barricades this section of the Highway has become a residential area which you can enter from Redwood Road at 3300 South. At this intersection the Highway came out of the residential area and turned south for two blocks then turned west again on 3500 South. [19] The Highway then remained on 3500 South until it reached 8400 West.

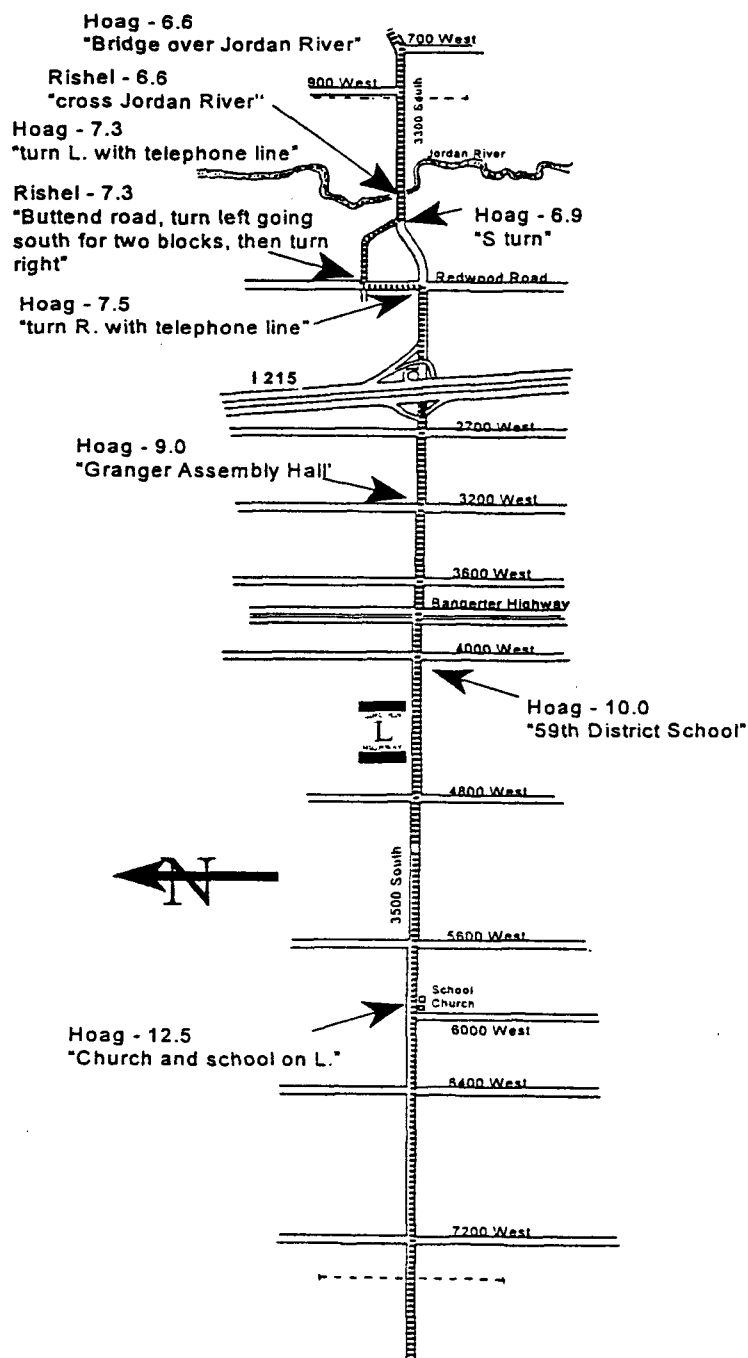


Winton — 1903



JORDAN RIVER

10





11 - Magna

At 8400 West the Highway turned north to 2700 South, then turned west and entered the town of Magna. The first three editions of the Lincoln Highway Association's road guides referred to this town as Pleasant Green, but by 1924, it had become known as Magna. [20]

When it reached the west end of Magna the original route continued past the school and into an area that now belongs to the Kennecott Copper Company. A fence prevents you from following the old route through this area. By 1924 the route had been changed and it turned north just before reaching the school. A series of aerial photographs taken in about 1924 clearly show that the road which passed south of the school had been replaced by a newer road which appears to have been smoother and wider than the older road. The writer is quite certain that this section of road was part of what the 1924 road guide referred to when it said "Excellent concrete roads extend west of Salt Lake for a considerable distance." [21]

About a half mile northwest of the Magna School, the 1915, 1916, and 1918 road guides mention Ragtown, an Italian miner's settlement. [22] Today a few chunks of broken concrete give some indication of the location of this mining company town.

From the school you will go north on 9180 West, then west on State Road 201. Hoag and Rishel both mentioned a power plant in this area. [23] This power plant shows up quite well in the aerial photos but it is not there now. After passing the power plant, the Highway crossed to the south of SR 201 and for the next couple of miles you will be able to catch glimpses of it as you pass through this industrialized area.

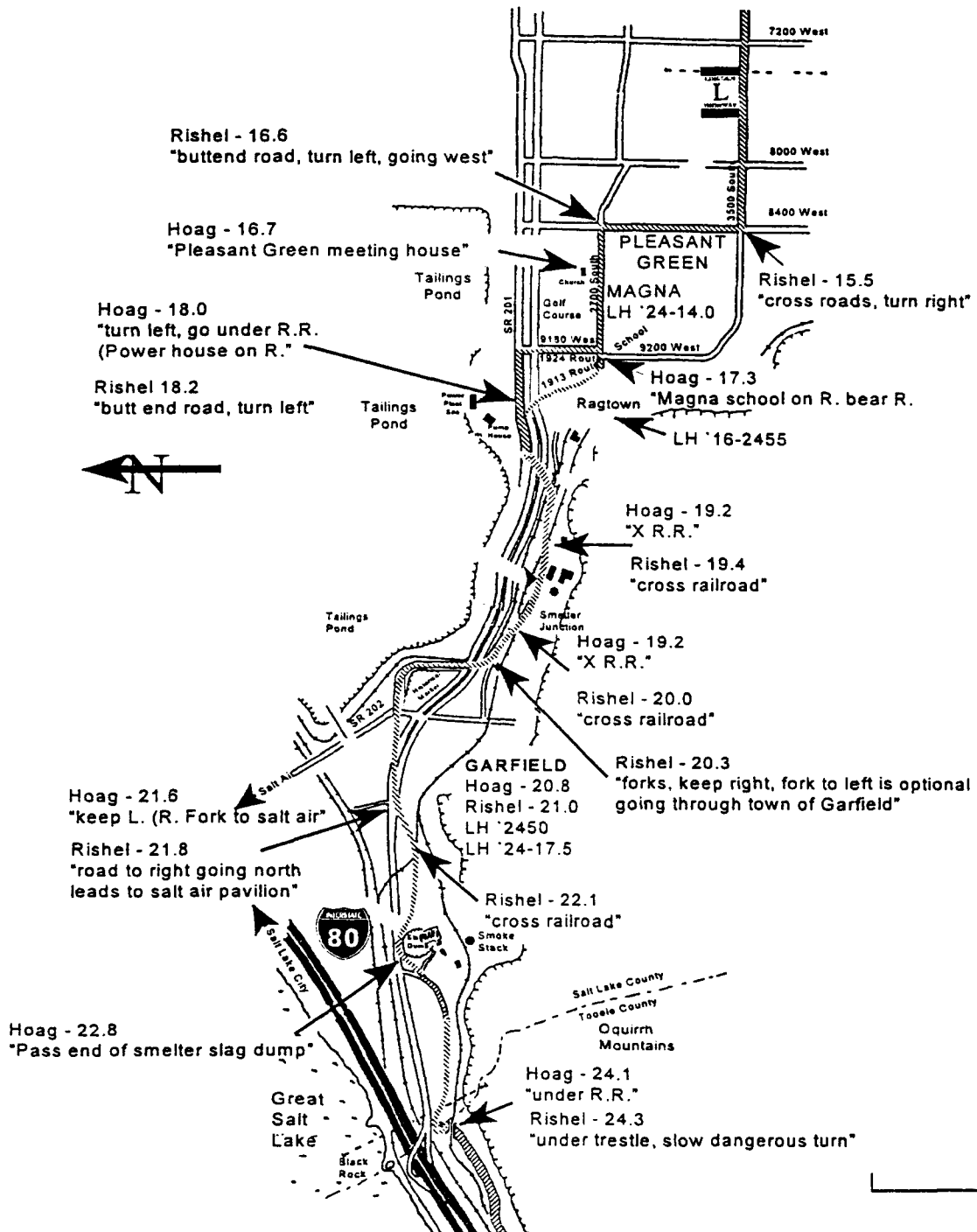
About 1.1 miles from the power plant the Highway came to an intersection where Rishel said; "forks, keep right. (Note.--Fork to left is optional going through town of Garfield.)" Hoag's instructions here were: "Around point of bluffs." [24] At this intersection the Highway turned to the north, crossed under SR 201, went around the rocky bluff, turned west, and passed the town of Garfield. The town is gone today but here and there pieces of its streets are still visible.

A short distance west of Garfield the Highway crossed to the south side of SR 201 again. Short sections of the old concrete road are occasionally visible in this area but they are on Kennecott property and are being covered as the copper company continues to expand its operations.



MAGNA

11





12 - Lake Point

Continuing west on SR 201 you will reach I-80 once again. Just before reaching the bridge that takes you onto the Interstate you can look to the south and see an old railroad bridge. The Highway turned south at this point and went under this bridge. [25]

Continuing south from the bridge the Highway stayed east of the railroad for about 1.3 miles and then crossed the tracks. [26] Shortly after this crossing it disappears under I-80, coming out again just north of the town of Lake Point.

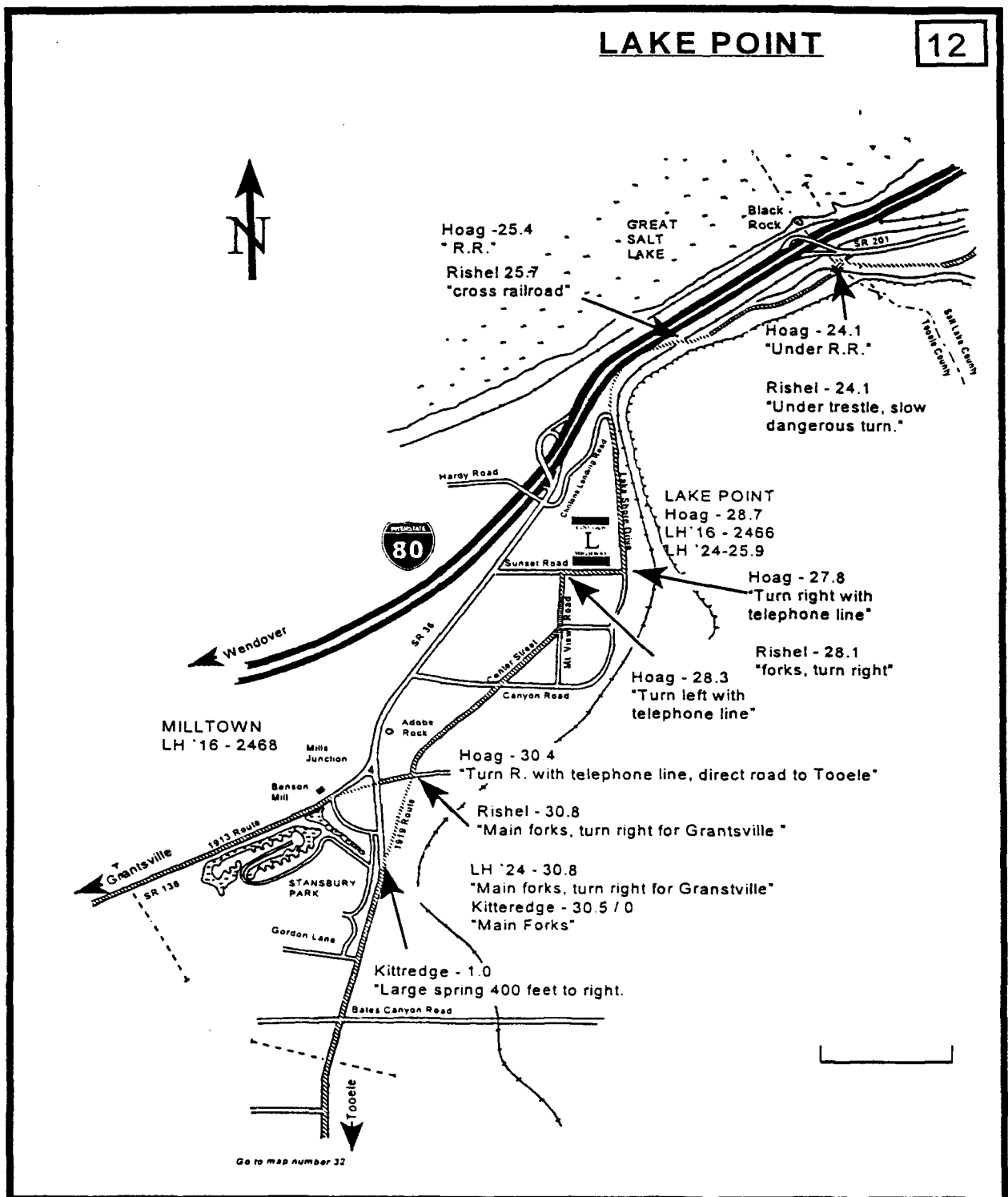
To get back to the Highway you take I-80 to Exit 99, then get off and make a left turn and take the frontage road back to the north. This frontage road is now known as Clinton's Landing Road and was once a section of old US 40. When you reach a very sharp turn to the south you are back on the Highway which is posted as Lakeshore Drive. After going south for 1.3 miles the Highway turned west on Sunset Road, then south again on Mountain View Drive. At the center of the town of Lake Point Hoag mentioned a bridge and the 1924 road guide talked about a "business place" where meals and lodgings were available. [27] The bridge or its replacement is here but there is no sign of a place eat or to stay overnight.

From the center of Lake Point the Highway headed southwest on Center Street, then climbed a low hill and came to an intersection not far from a landmark known as Adobe Rock. Both Rishel and Kitteredge referred to this intersection as a "Main Forks" and The 1924 Lincoln Highway road guide called it the "Grantsville Junction." [28]

The intersection near Adobe Rock saw two significant changes during the life of the Lincoln Highway. The original route of the Highway turned west from here, heading to Grantsville. The first change in the route came in 1919 when the road over Johnsons Pass in the Stansbury Mountains was completed. At that time the route changed directions and headed south to the city of Tooele.

The second change came in 1927. Two years earlier, the Victory Highway had been completed across the mud flats to Wendover. Both the state of Utah and the Federal government had given their backing to the construction of this new road and had withdrawn support for the Lincoln Highway route. During the next two years the Lincoln Highway Association had fought a losing battle in attempting to regain support for its southern route. Finally, in 1927 the Association reluctantly changed its official route to join the Victory Highway as far as Wendover on the Nevada border. From the Grantsville Junction, the Lincoln Highway route returned to the west, going through the town of Grantsville once again.

To continue your journey along the original route of the Lincoln Highway you will drive to the bottom of the hill and turn north on SR 36 for about a block, then turn west on SR 138. From the bottom of the hill the old Highway continued straight across SR 36 and joined SR 138 near Bensons Mill which was still in operation during the Lincoln Highway period.



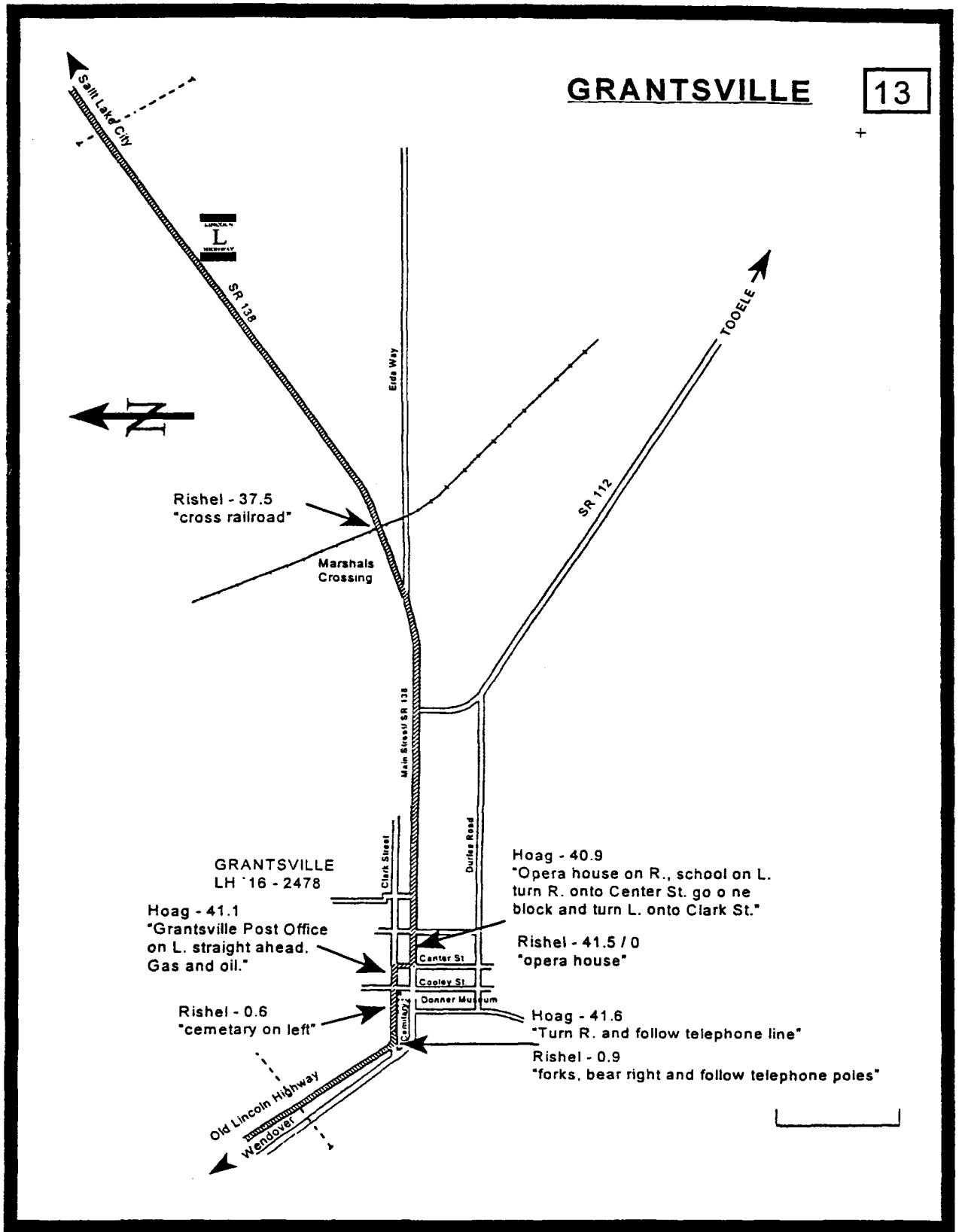


13 - Grantsville

From Bensons Mill the Highway followed SR 138 to the center of Grantsville where it turned north on Center Street, then west again on Clark Street. [29] Half a mile west of Center Street the Highway turned to the northwest on a road that Grantsville City still designates as Old Lincoln Highway.



Cadillac — 1908





14 - Flux

About four miles northwest of Grantsville the Highway turned west and crossed SR 138. On the far side of SR 138 the old route made a turn to the north and at this point the Highway is now blocked by a deep wash. You will turn north on SR 138 and will soon come to a couple of dirt roads that head to the west. You can take either of these roads and in less than a block you will come to the old roadbed. You can drive on the old road in either direction for a short distance but will soon have to return to SR 138.

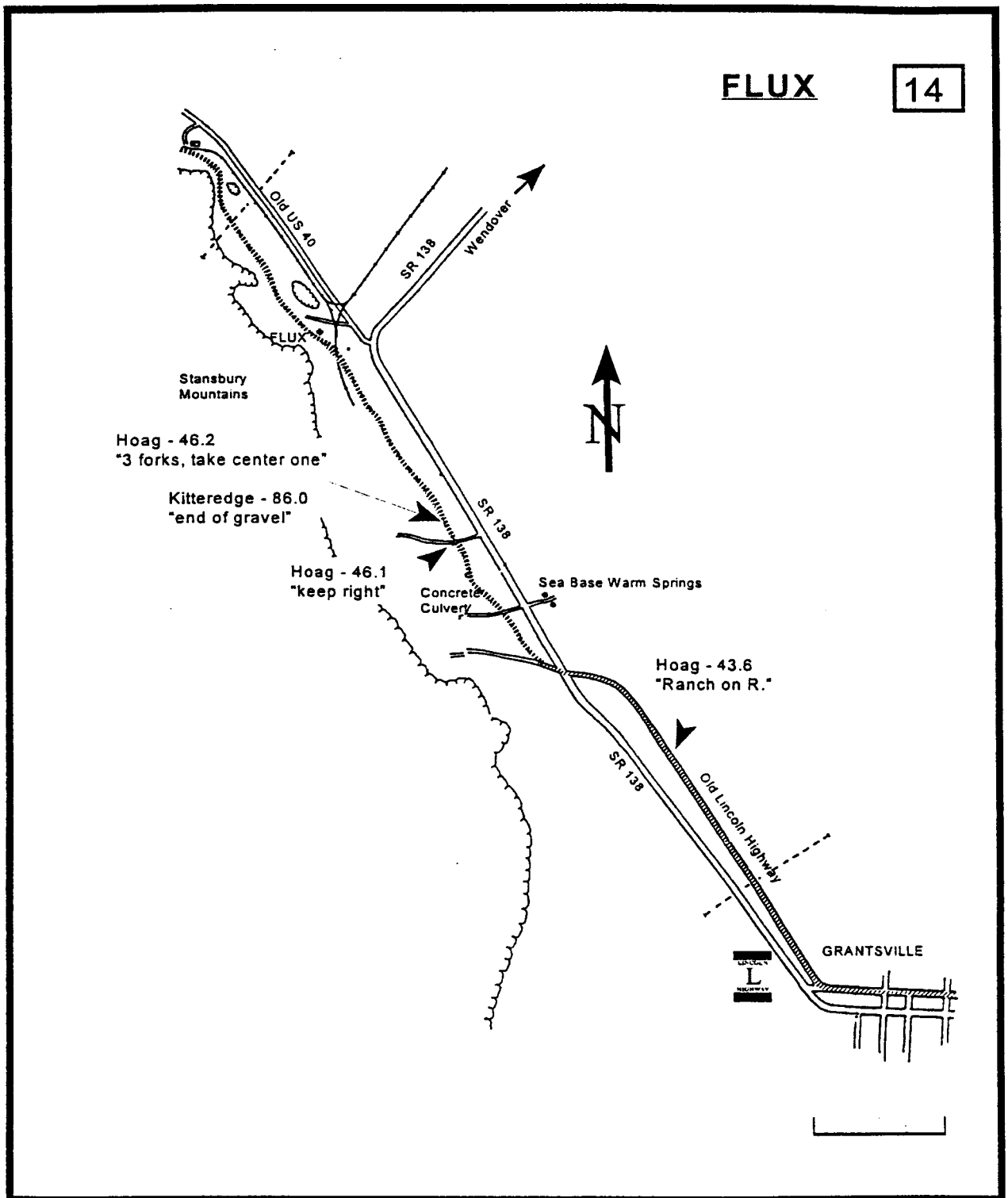
About three miles beyond the point where the Highway crossed it, SR 138 makes a turn to the northeast and heads toward I-80 which is about 2.6 miles away. To continue on the route of the old Highway you need to make a turn to the left. You will then be on a paved road that was old US 40. The route of the Lincoln Highway is farther to the west and the roadbed has disappeared. The Flux lime plant on your left was built right over the original road.

Between the lime plant at Flux and the Chem-Lime plant, about two miles to the northwest, is an almost perfectly preserved section of unpaved Lincoln Highway. You cannot get a vehicle into this area without going through one of the lime plants and they are usually reluctant to allow visitors. However, there is nothing to prevent you from making the short hike to the old roadbed. The best spot to do this is just past the small knoll just north of Flux.



FLUX

14





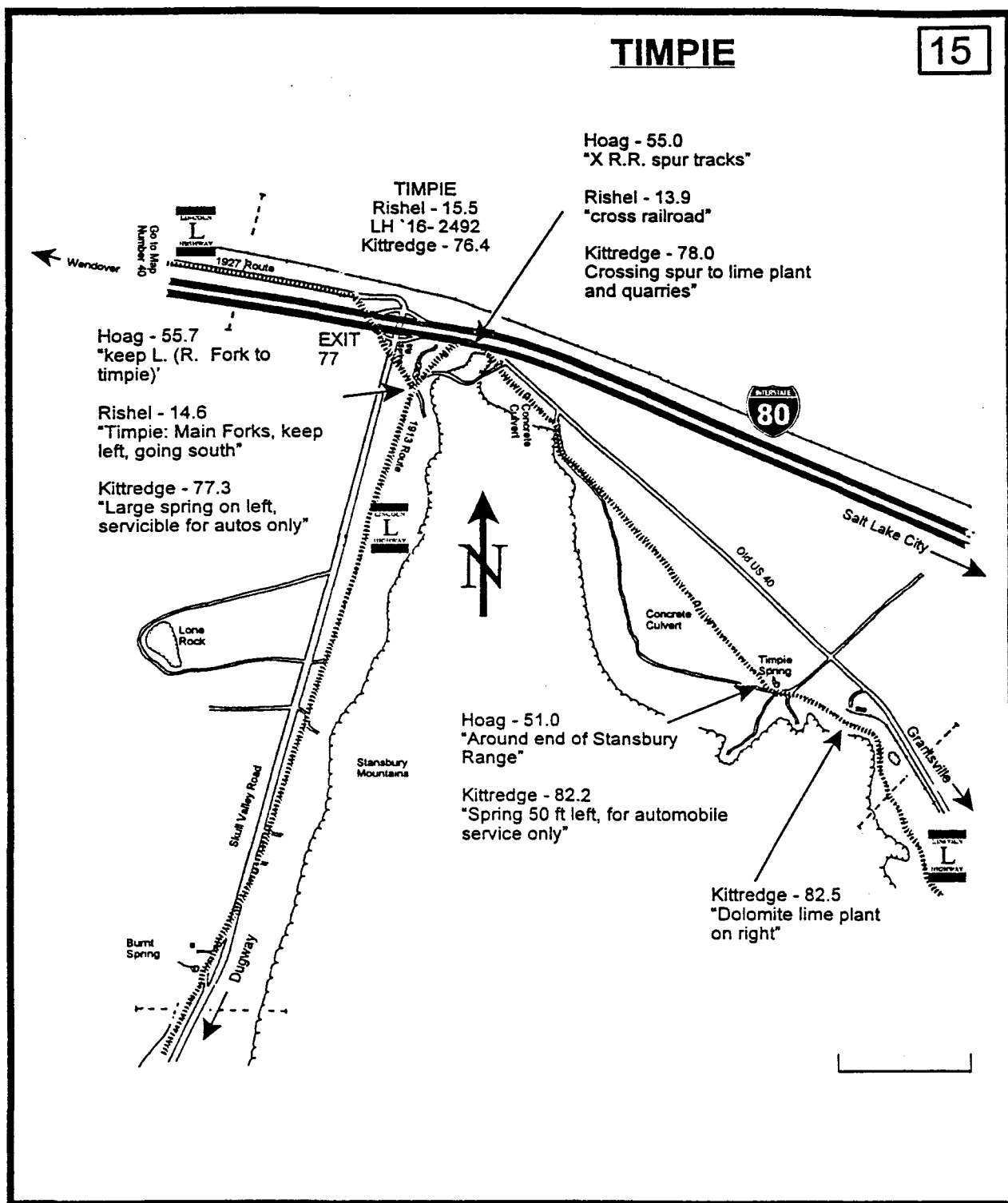
15-Timpie

From Flux you continue northwest on old US 40 until you reach the first dirt road after passing the Chem-Lime plant. Turn left here and follow the road for .3 miles and you will come to a pool of salty water known as Timpie Springs. As soon as you pass the spring you need to leave the well-traveled road and make a sharp turn to the right. About one mile from the spring you will come to a concrete culvert which was probably built during the Lincoln Highway period. Beyond the culvert the road is almost always impassable due to swampy conditions. At this point you will have to turn around and return to old US 40, turn to the left, and continue along the paved road for another 4 miles to Timpie Point.

As you approach Timpie Point on old US 40 the Lincoln Highway is visible a few yards away on your left. You will soon reach a point where both US 40 and the Lincoln Highway disappear under I-80. At this point you will have two choices. You can either go back to SR 138 and then to I-80, or you can take a steep dirt road over the end of the mountain. This road is not recommended for standard sedans but presents no real problems for pick-up trucks and sports-utility vehicles.

For those who go over the mountain, when you reach the bottom of the hill on the other side you will immediately rejoin the Highway. If you go back along old US 40 you will make a left turn when you get back to SR 138 and then get on I-80 heading west. At Exit 77 leave I-80, turn south on the road to Dugway, and then turn east on the first dirt road you come to. This road takes you to a pool of water that is known as Big Springs. The Highway lies between the pool and the mountain.

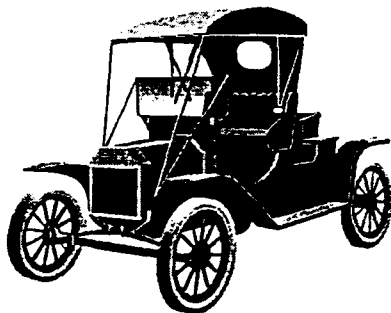
Going south from Big Springs you can travel on a three mile stretch of almost totally undisturbed Lincoln Highway roadbed. You will then have to leave the old road and get onto the Skull Valley Road. The original route continues in a straight line and merges with the Skull Valley Road. The Highway then leaves the paved road at the old Burnt Springs Ranch and continues south along the fence line.





16 - Horseshoe Springs

After crossing the Skull Valley Road at Burnt Springs the old Highway continued south, staying not very far from the paved road until merging back with it just north of Iosepa. You can drive on portions of this section of the original road but there are a number of wash-outs and some fences to contend with. In this area can be found three concrete culverts that were probably built during the Lincoln Highway period.

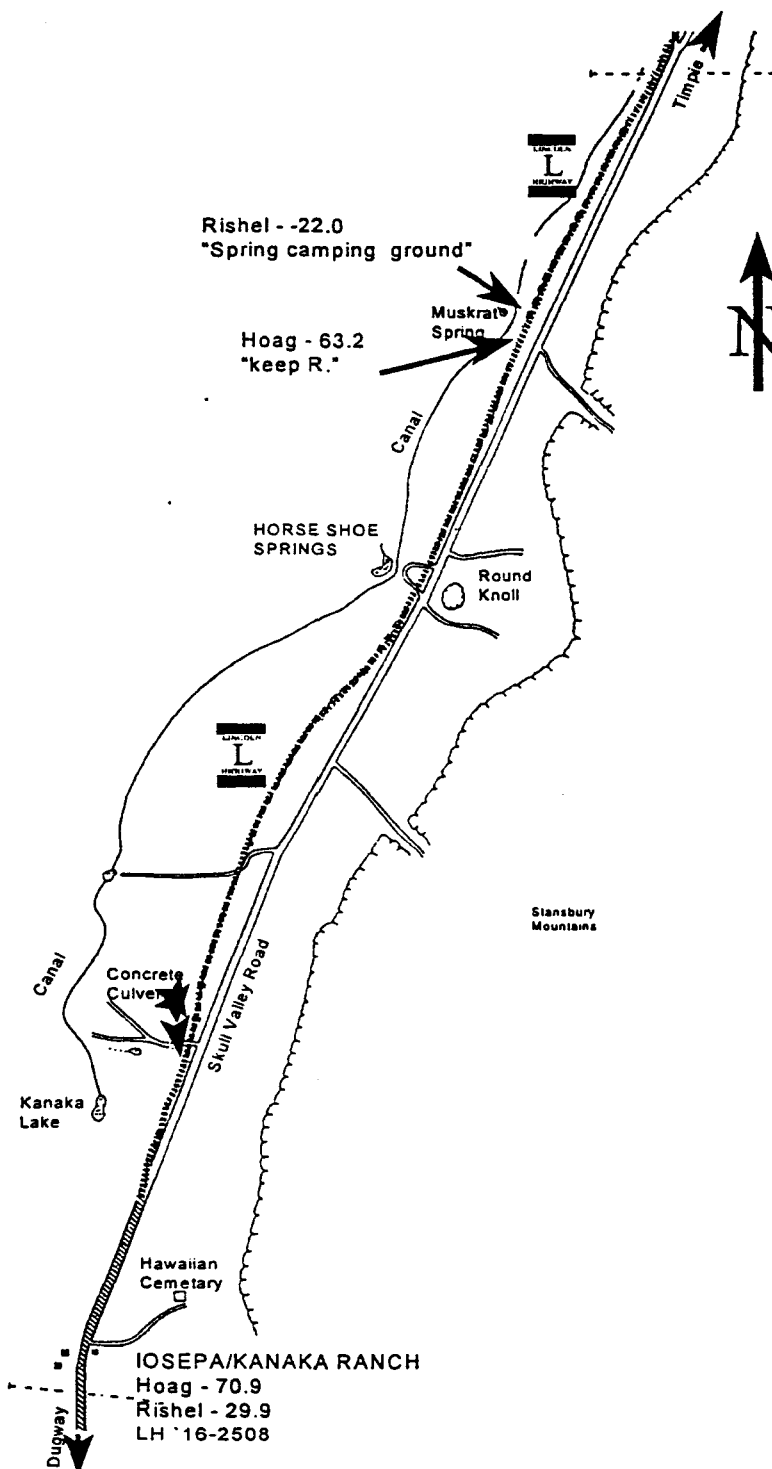


Ford Model T — 1908



HORSE SHOE SPRINGS

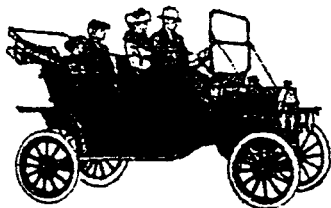
16





17 - Brown's Ranch

After passing through Iosepa the Highway remained on the same alignment as the Skull Valley Road until it passed Brown's Ranch and came to the Goshute Indian Reservation.

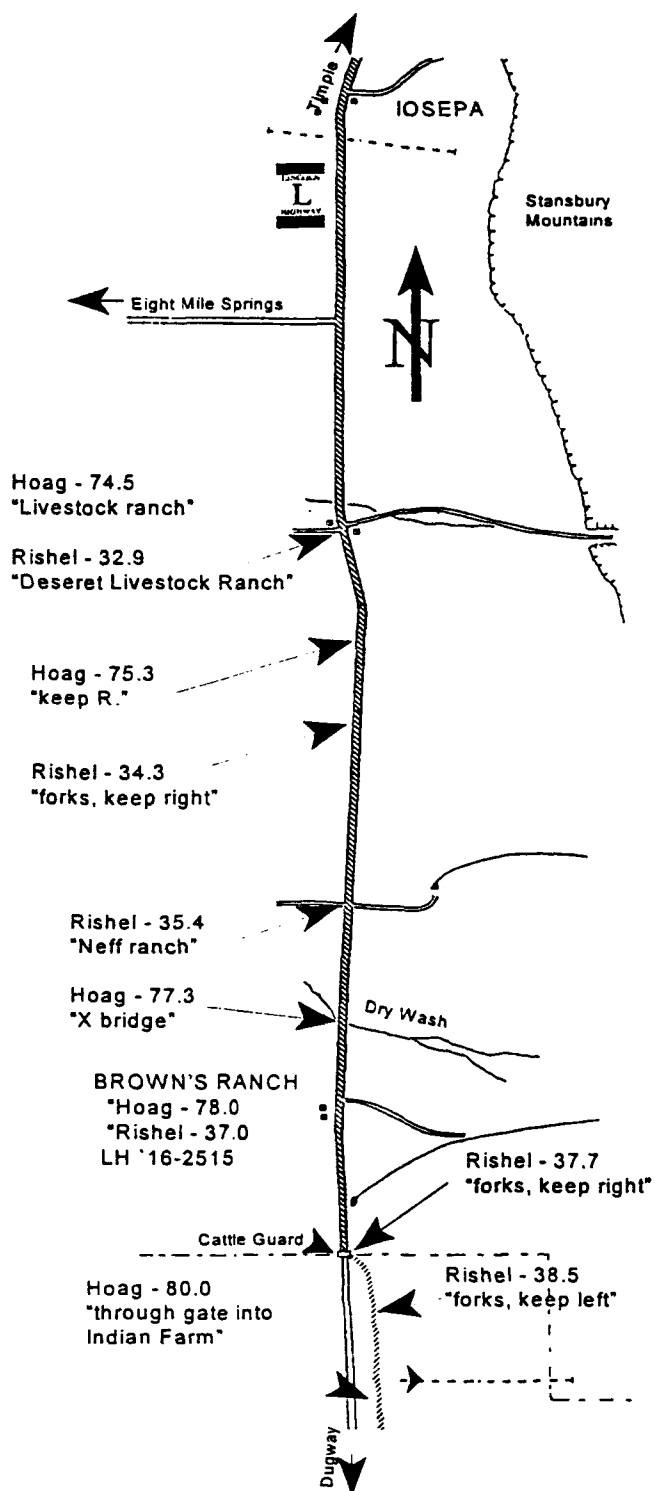


Ford Model T — 1908+



BROWN'S RANCH

17





18 - Orr's Ranch

Just past the cattle guard at the northern boundary of the Indian reservation the Highway left today's road, heading southeast toward the old Severe Ranch. Through this area, the old roadbed remains in good condition but is not accessible without permission from the Goshute Tribal Council.

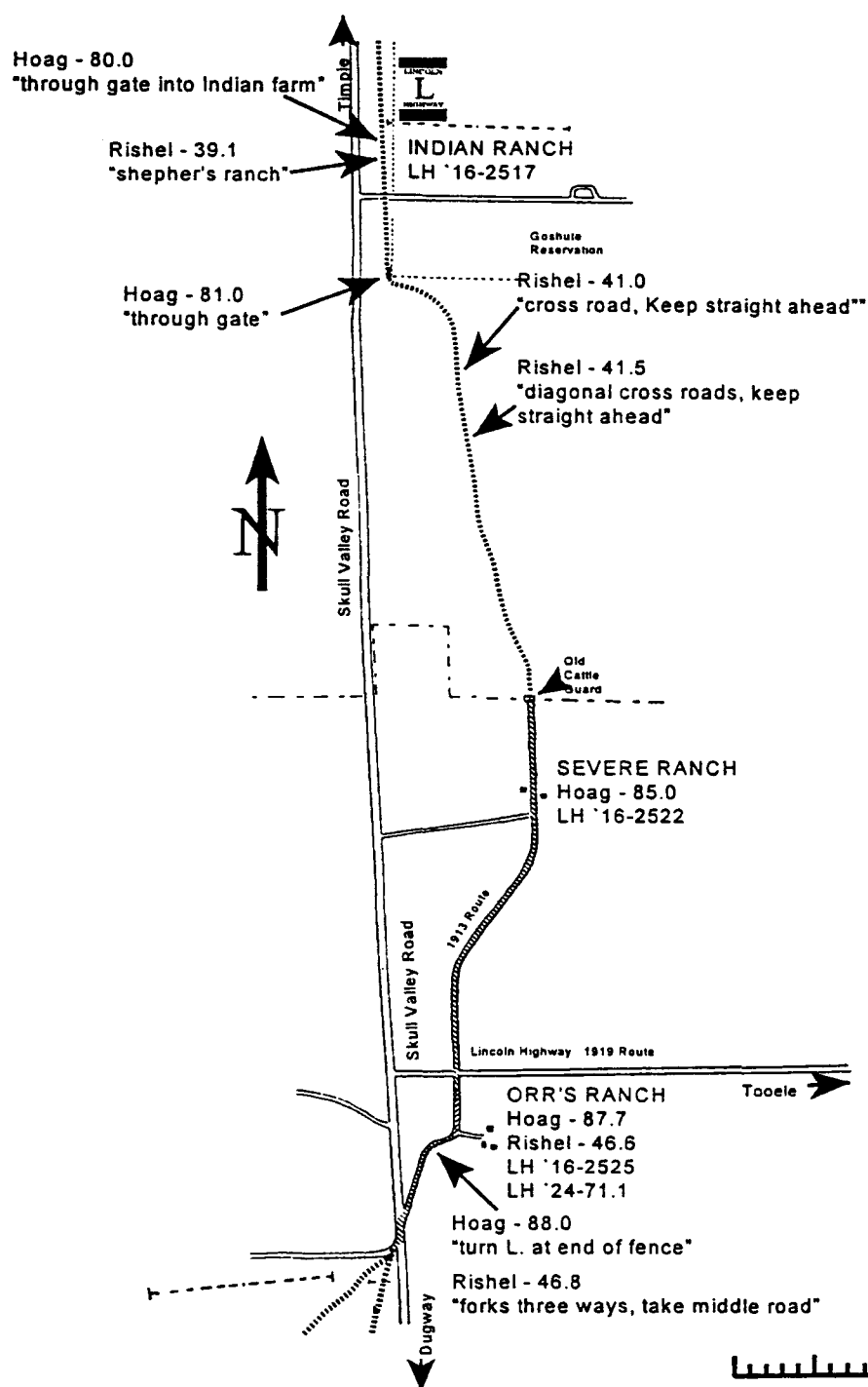
From the cattle guard you will continue south on the Skull Valley Road for about seven miles until you reach a paved road coming from the east. This road is marked by county road signs that say Lincoln Highway. At this intersection you turn east until you reach a four-way intersection where you will turn south to Orr's Ranch.

Orr's Ranch was noted as a major stopping place by all of the early road guides. Hoag said there were meals and lodging available here. Rishel warned the traveler; "Last drinking water here for 60 miles." The 1915 Lincoln Highway guide said that there were "Ranch meals and lodging." The 1916 edition indicated that there were "Excellent ranch meals and lodging." Did the cooking improve that much during the intervening year? The 1918 guide still felt that the meals were excellent, and the 1924 road guide added a warning about the road to the west; "From Orr's Ranch the traveler enters upon the eastern edge of the Great Salt Desert." [30]



ORR'S RANCH

18





19 - Dugway

Leaving Orr's Ranch, the Highway headed southwest, crossed the Skull Valley Road, and turned south. Just beyond the point where the Highway crossed the Skull Valley Road there is a fork. A well-traveled dirt road heads almost due west across the flats. This is a modern ranchers' road and is not the road we are interested in. The less distinct track that heads south is the Lincoln Highway. Almost immediately after turning south this road forks again and an even less distinct track heads west. This was an alternate route of the Highway which crossed a low pass near the south end of the Cedar Mountains.

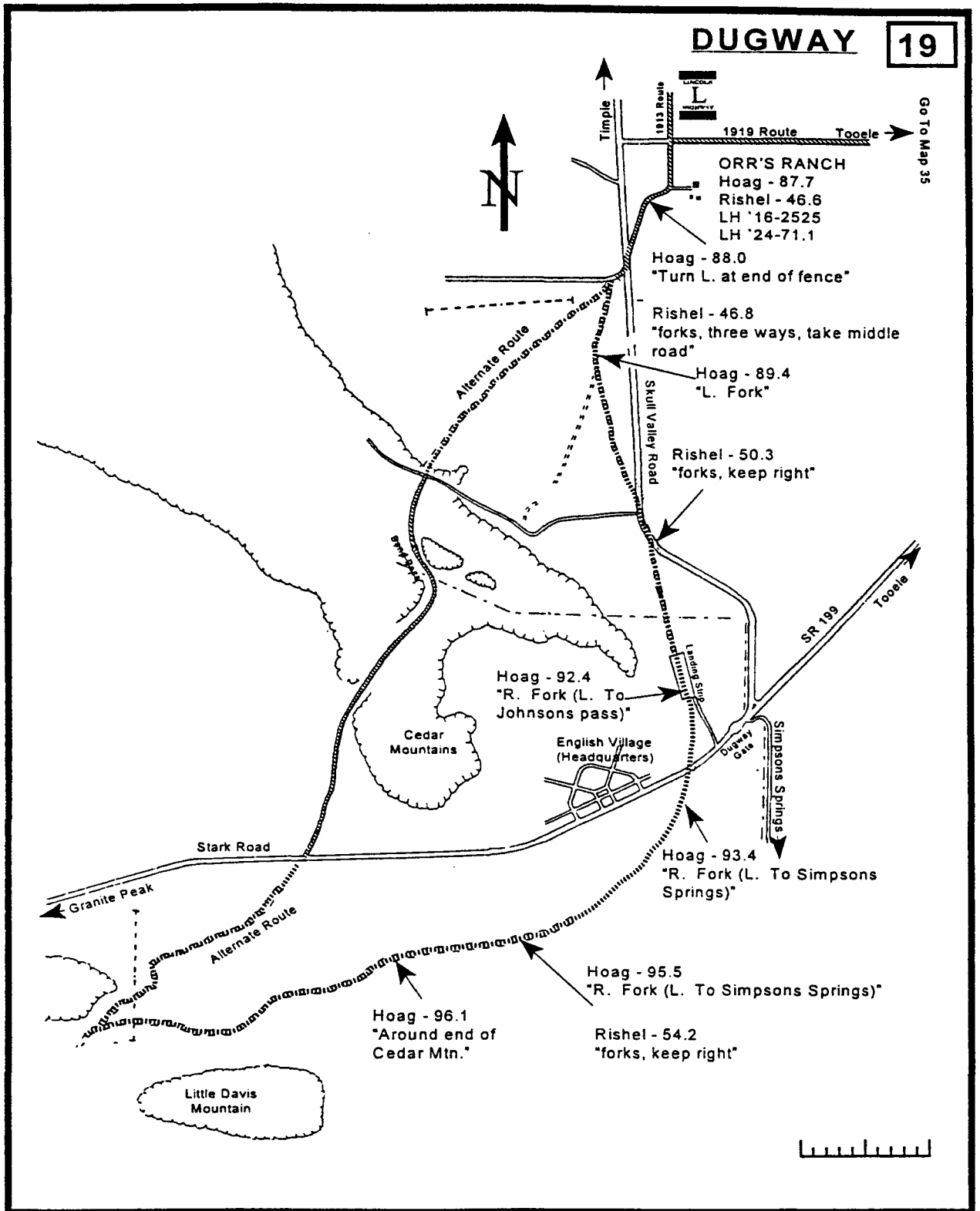
The main route of the Highway continued south, remaining a short distance west of the Skull Valley Road. At a point about 2.5 miles south of Orr's Ranch the road cut through a curve in the Skull Valley Road, crossing it twice in less than half a mile. After these crossings the Highway continued south into the Dugway Proving Ground.

Dugway Proving Grounds is a U.S. Army facility that contains a number of highly classified areas. Without special arrangements, travelers are not allowed to follow the Lincoln Highway through this area. This is quite unfortunate for those who are interested in the Lincoln Highway because there are some spots on the installation that have historical significance.

The County Well that was used as an important control point for virtually all of the early road guides is located near the center of the base. An old wooden bridge that was built from scrub cedar logs is located a short distance from the site of County Well. Near the north end of Granite Peak is the spring that the Lincoln Highway Association filed claims on as a first step toward the construction of the Goodyear Cutoff. And just west of Granite Peak is the eastern terminus of the causeway which forms the Seiberling Section of the Goodyear Cutoff.

In order to by-pass Dugway and rejoin the Lincoln Highway at a point down the road, you will head south on a dirt road which begins near Dugway's Main Gate. About 12 miles south of the gate you will come to the old Overland Stage and Pony Express route. You will turn west on this road and go past Simpson Springs and then across the Dugway Mountains. After another ten miles you will reach Black Rock, the site of an old Pony Express Station. As you are approaching Black Rock you will pass a well-traveled dirt road coming from the north. This is the modern day road coming from the south side of Dugway. At .7 miles beyond this intersection, the Lincoln Highway comes in from the north. The Highway is quite faint at this point and you will need to be watching very closely.

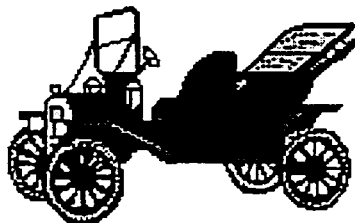
Back in the area of Dugway's Main Gate, after crossing the fence into Dugway, the main route of the Highway crossed Stark Road somewhere between the Main Gate and English Village. Somewhere in this area the route made a sweeping turn toward the west and then passed to the south of a high knoll known as Little Granite Mountain.



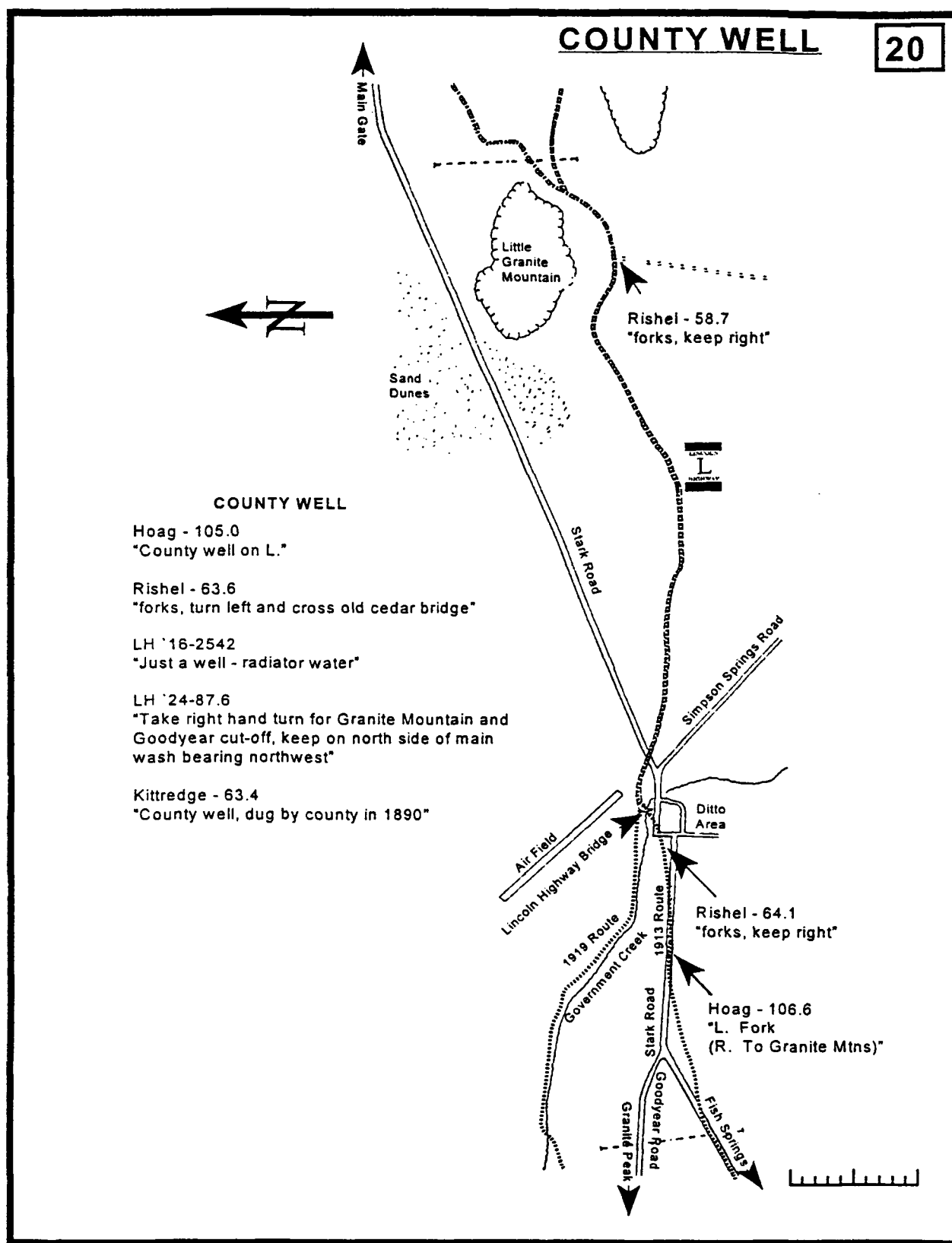


20 - County Well

After passing Little Granite Mountain the Highway turned somewhat to the northwest and came to the site of County Well and the old wooden bridge. [31] After crossing the bridge the 1913 route turned to the southwest and followed today's Stark Road. The 1919 route did not cross the bridge but stayed on the north side of the usually dry streambed and headed toward Granite Peak.



Ford Model T — 1908





21 - Stark Road-Lima Road Junction

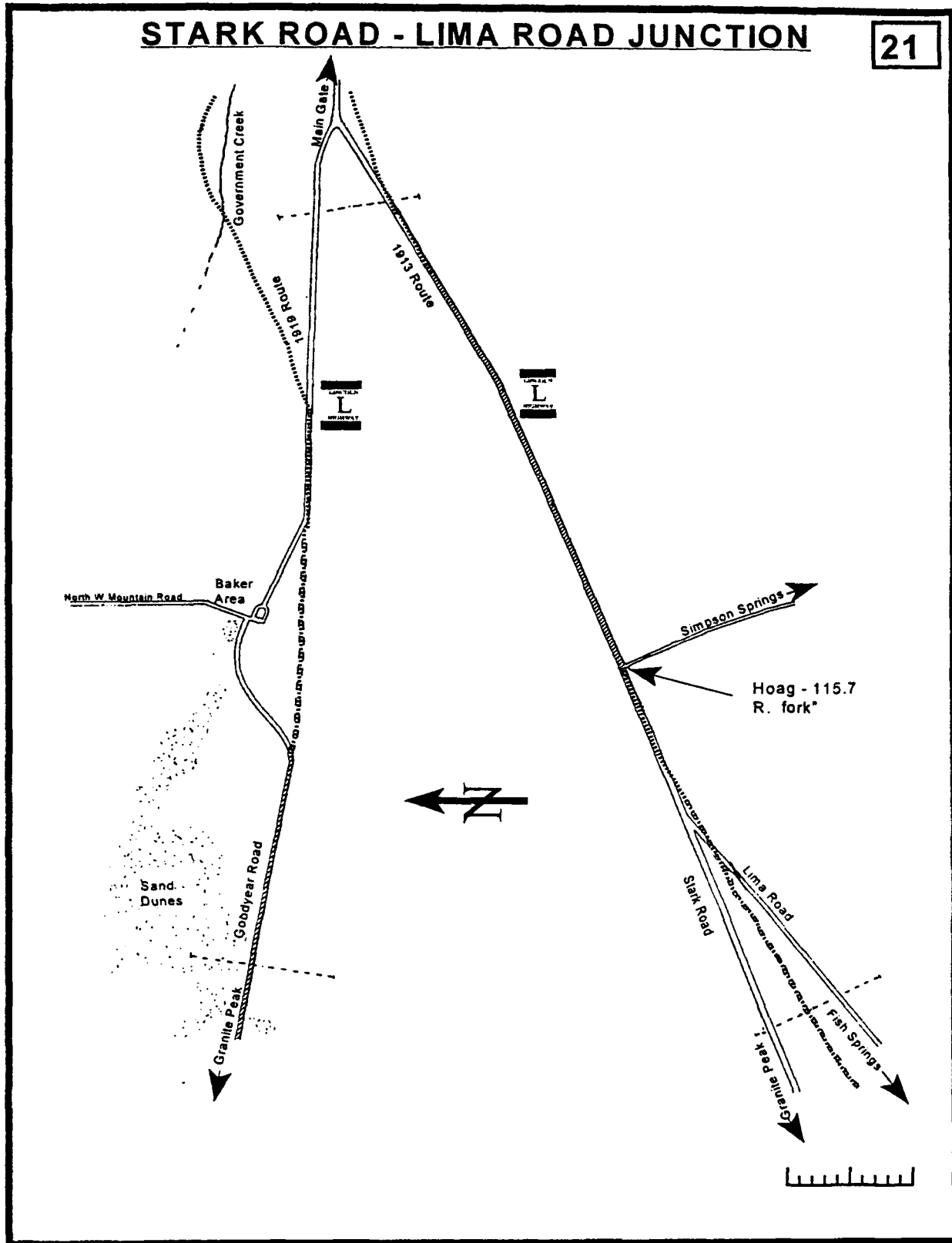
The original route continued to follow today's Stark Road in a westward direction and then turned to the southwest near its junction with Lima Road. To the north of this point, the 1919 route veered a little to the south and then headed due west.





STARK ROAD - LIMA ROAD JUNCTION

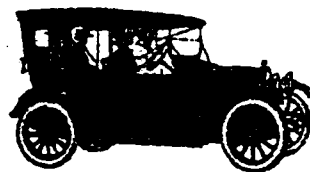
21



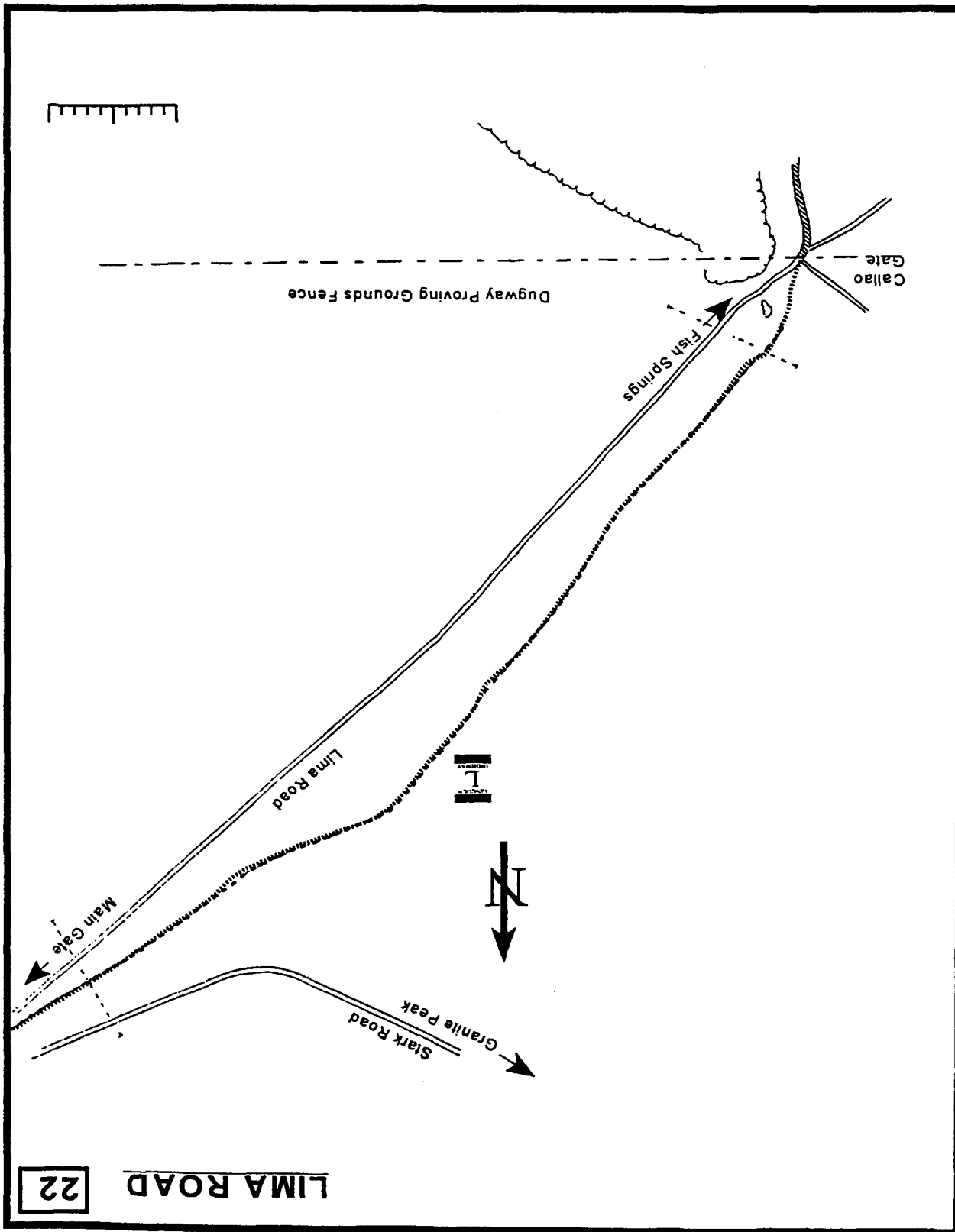


22 - Lima Road

In this area the exact location of the Highway is uncertain but was probably a short distance northwest of Lima Road which is today's main road to Dugway's south fence.



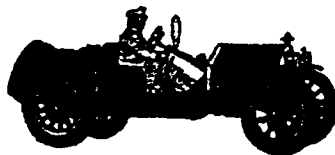
Chevrolet 1913





23 - Dugway Mountain

The Highway crossed Dugway's south fence near the northern tip of the Dugway Mountains. It remained near the base of the mountain for about six miles and then veered to the southwest across the flats, passing near a pool of salty water which is now known as Staley Reservoir. [32]

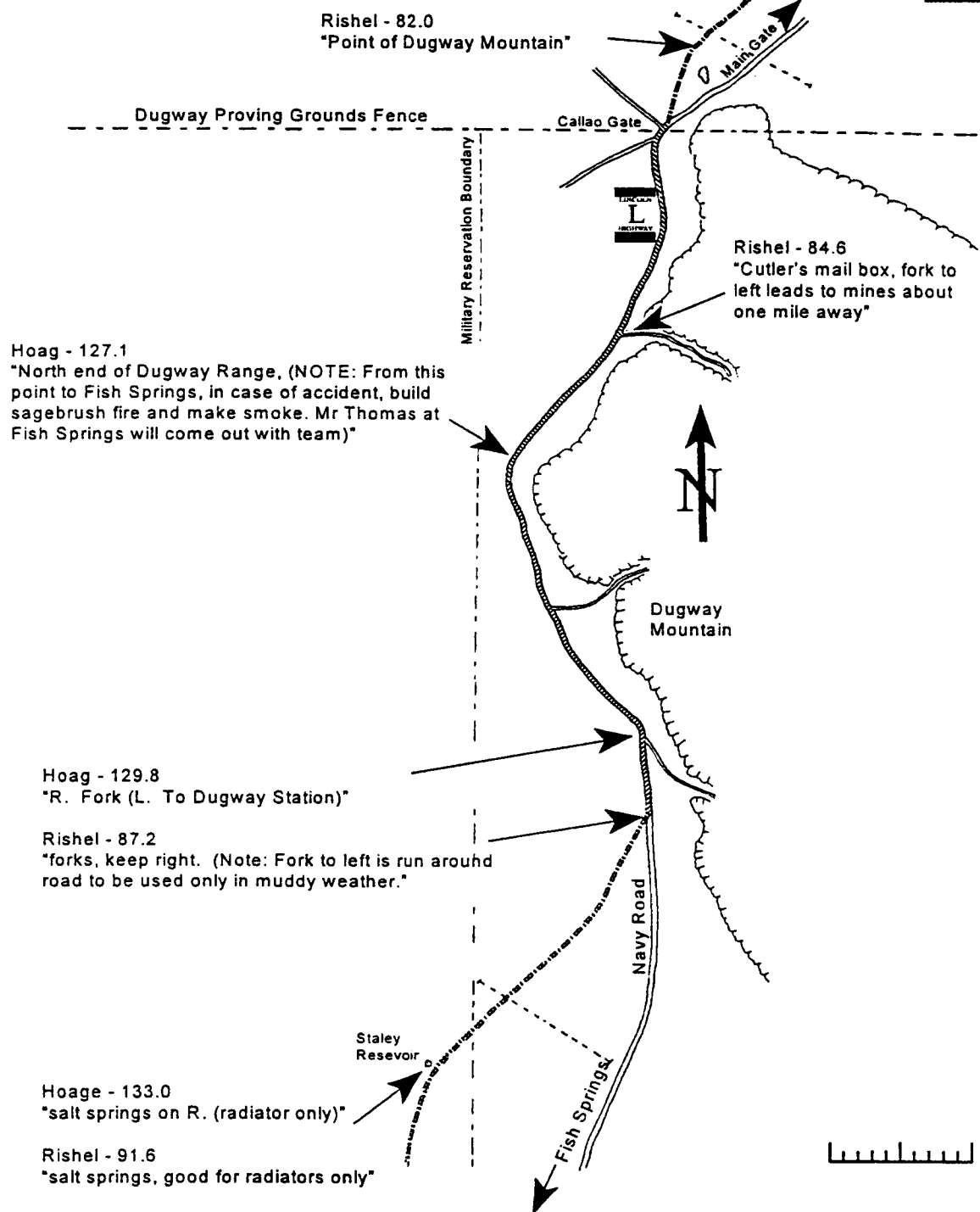


Stutz Bearcat — 1914



DUGWAY MOUNTAIN

23



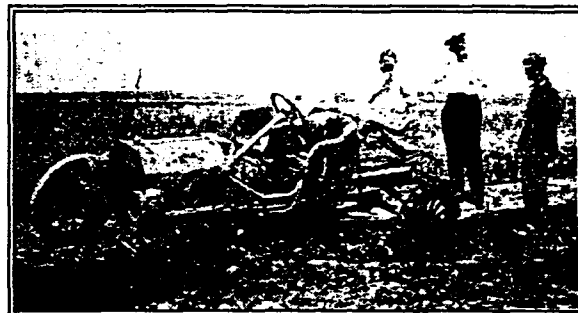


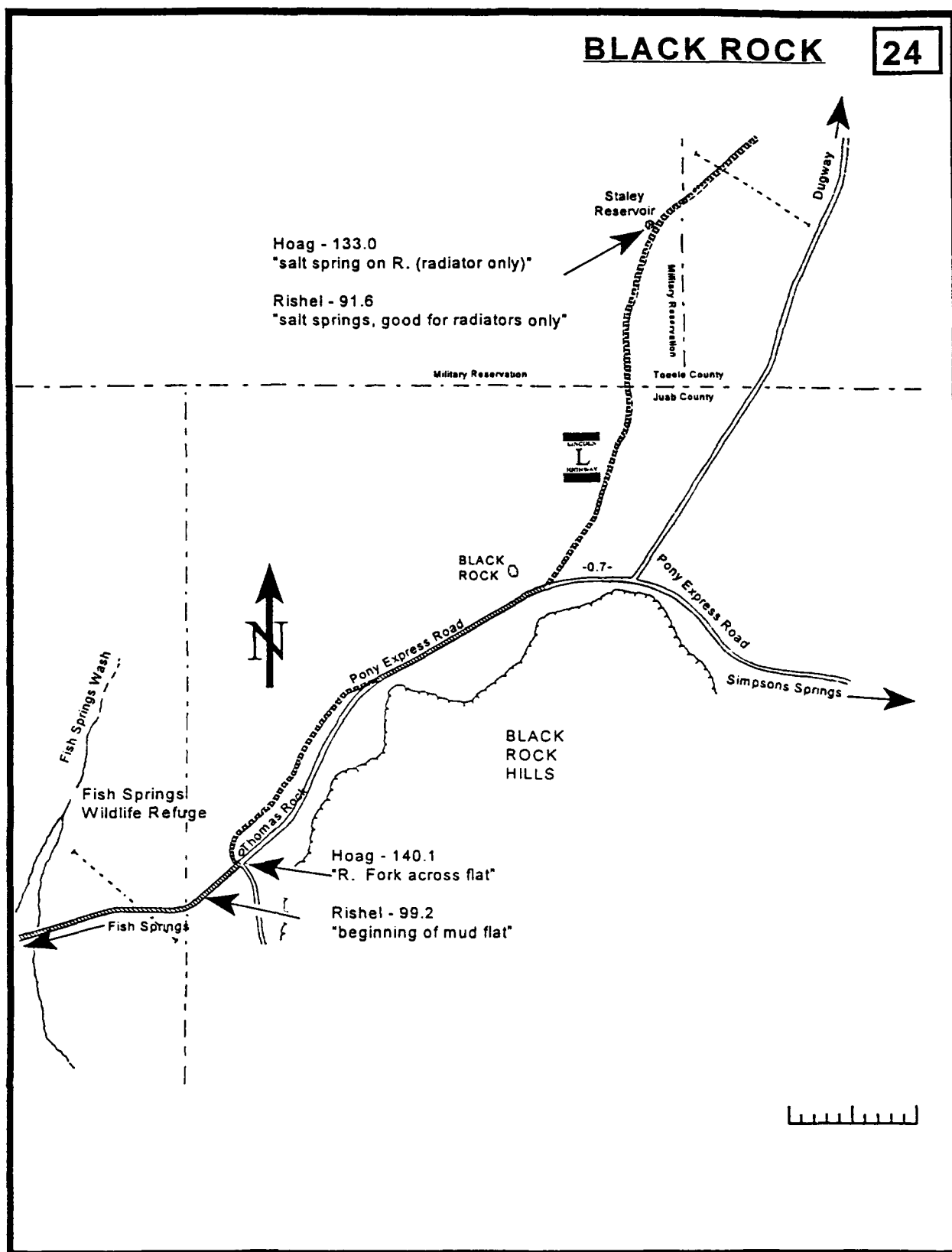
24 - Black Rock

From the salt springs the Highway continued in a generally southward direction until it came to the old Pony Express Trail near Black Rock.

From Black Rock to Callao the Highway stayed on or very close to today's road. However, in some of the flat areas you can still see any number of old ruts where drivers would just sort of free-lance, going where their whims of the moment took them.

About three miles west of Black Rock the Highway veered away from today's road and circled around to the west side of a prominent rocky outcrop. It rejoined today's road on the west side of the rocks.







25 - Fish Springs

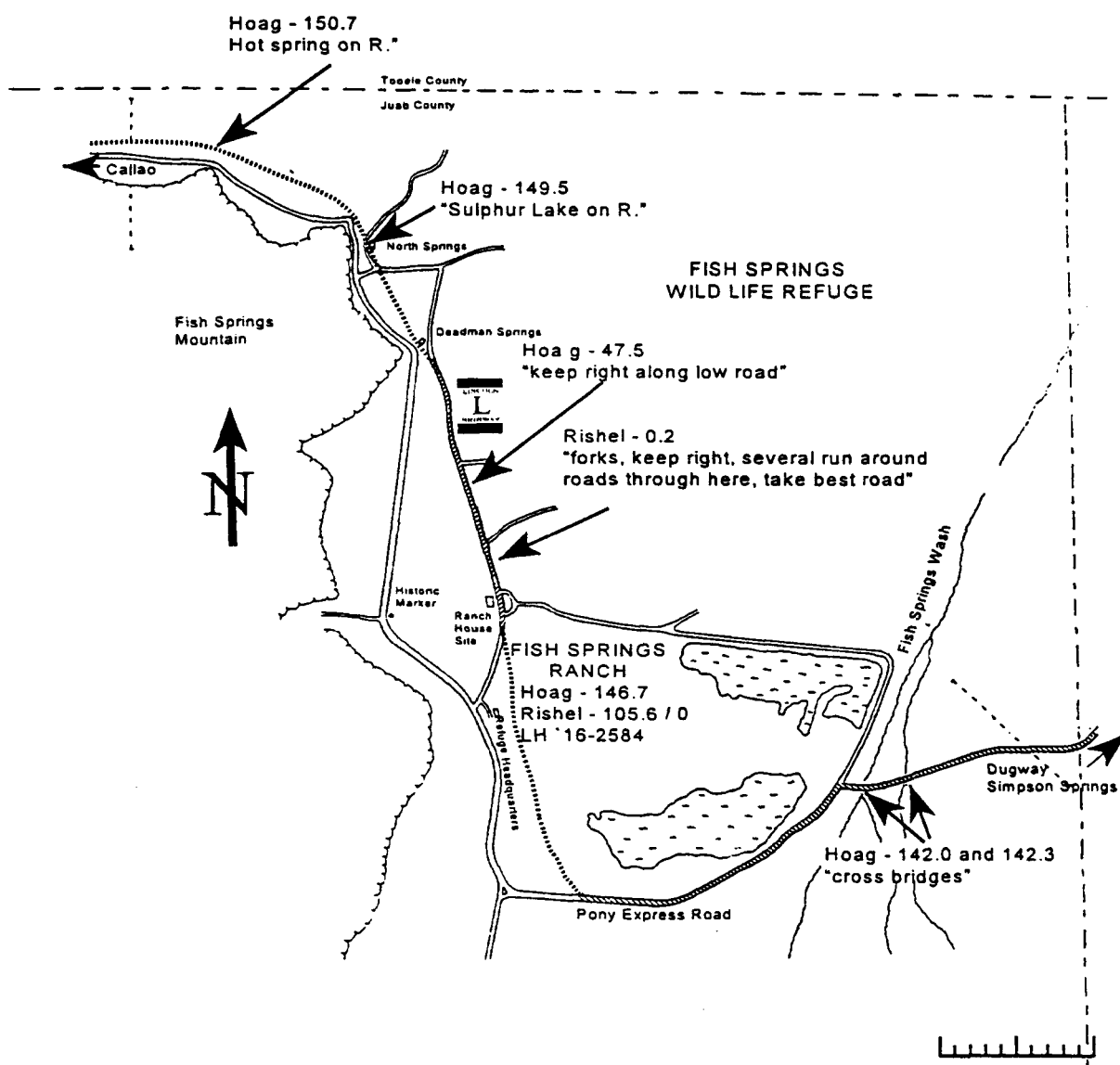
John Thomas' ranch at Fish Springs was a very important stopping place on the original route of the Lincoln Highway. [33] When it reached the south side of Fish Springs the Highway left today's road and stayed on lower ground, passing to the east of the Wildlife Refuge Headquarters. It then passed the site of the old ranch house which was near the refuge's picnic area. West of Fish Springs, today's road is higher than the original route which stayed well down on the flats and circled around the north end of the mountain.





FISH SPRINGS

25





26 - Boyd's Station

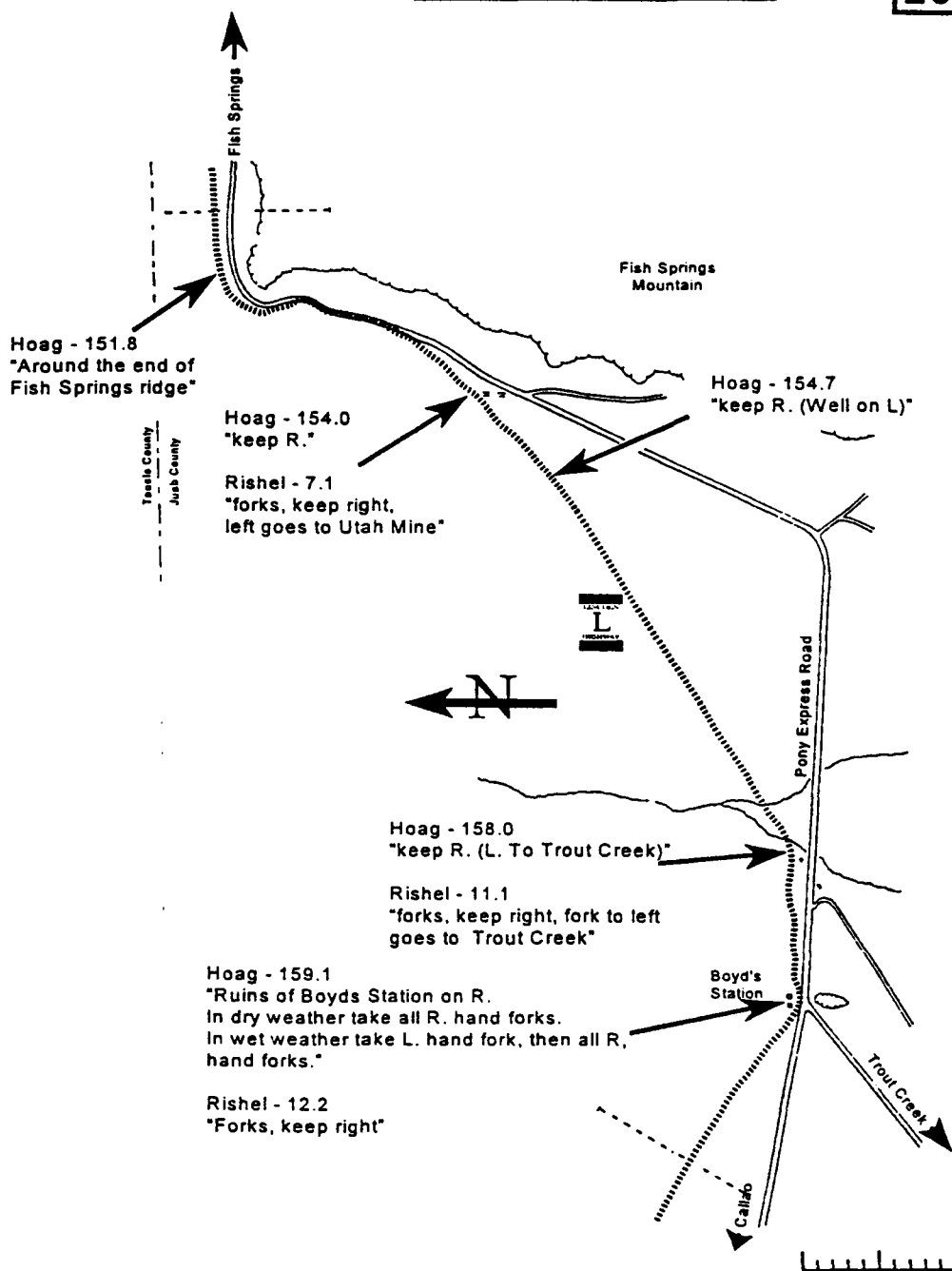
After passing the northern end of the Fish Springs Mountains the Highway rejoined today's road for a short distance and then left it again, veering to the southwest and cutting across the flats on a direct line to an old Pony Express stop known as Boyd's Station. This little-used roadbed is easily driveable in a high clearance vehicle.





BOYD'S STATION

26

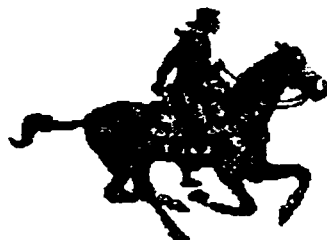




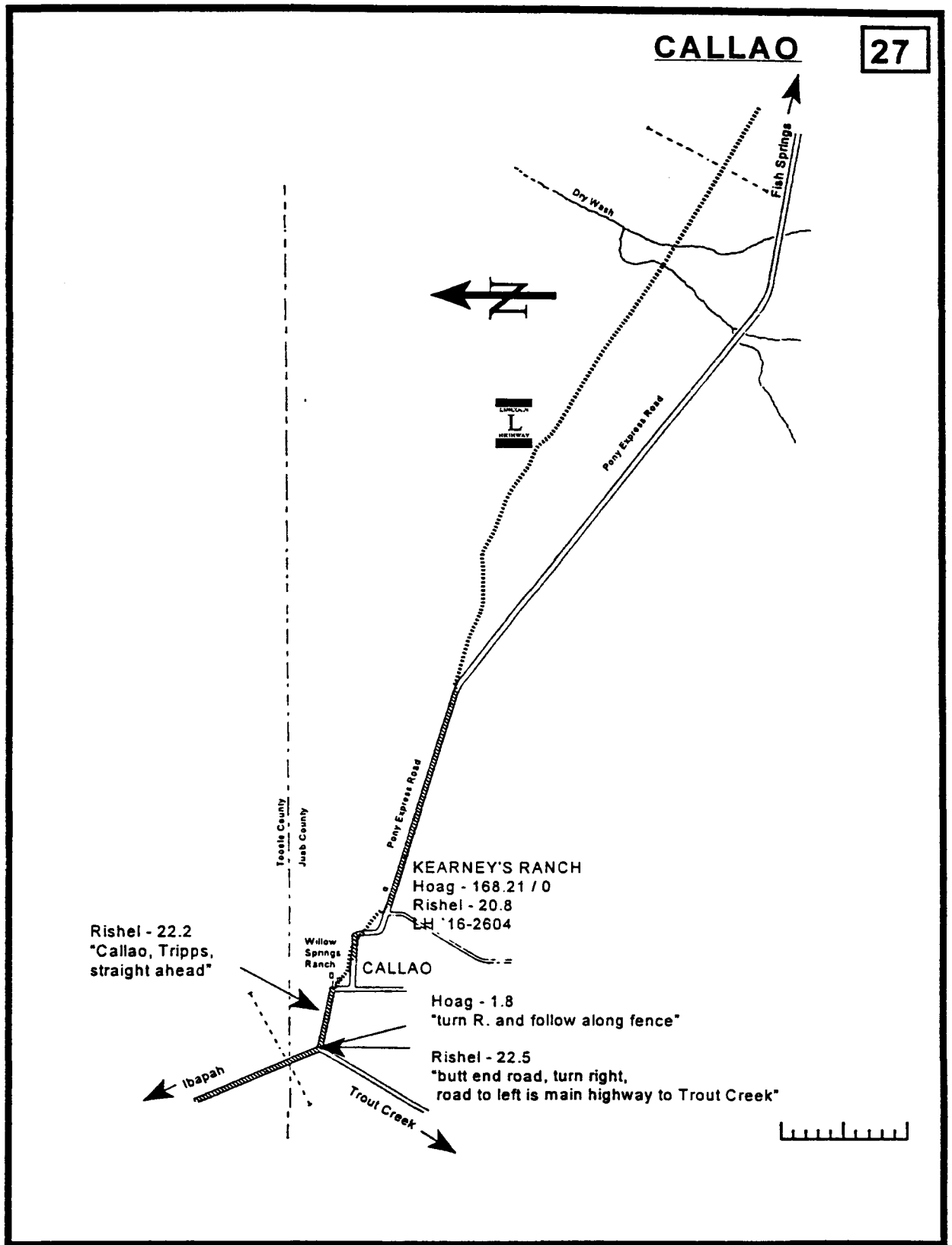
27 - Callao

West of Boyd's Station the Highway stayed north of today's road for about five miles, merging with it again about two miles east of Callao. This section of the Highway can be driven but is a little more difficult than the section east of Boyd's Station.

After rejoining today's road the Highway continued west to Callao where the checkpoint for most of the road guides was Kearney's Ranch where the traveler could find meals and lodging. [34]



Pony Express Trail





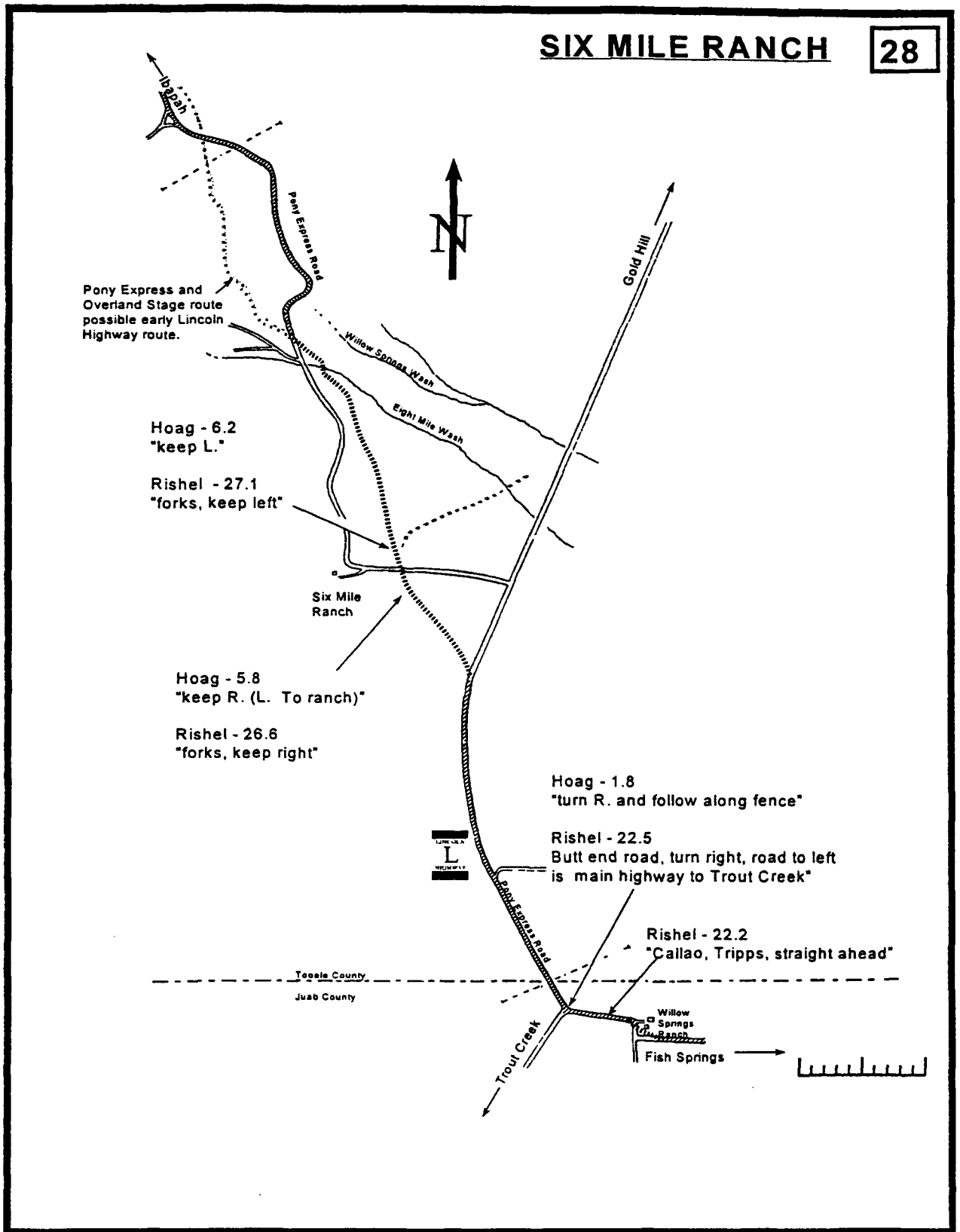
28 - Six-Mile Ranch

After passing through Callao the Highway turned north. In this area the exact route of the Lincoln Highway remains somewhat uncertain. It may have stayed on the Overland Stage Road or it could also have followed the alignment of today's road. Perhaps it did both at different times.

About four miles north of Callao you will need to make a turn to the west and go past Six Mile Ranch where the road turns north again.



Maxwell — In Salt Lake City





29 - Overland Canyon

About seven miles north of Six-Mile Ranch you will enter the lower end of Overland Canyon. After coming out of the upper end of Overland Canyon the modern road stays on the east side of Clifton Flat. At the south end of Clifton Flat, the Highway veered to the west, then turned northwest and cut across the center of the flat until it reached Overland Summit. The turn that will take you to this section of the original road is located just past the old Pony Express Marker which is on the west side of a deep gully. This is a rough road but is passable in a high-clearance vehicle.

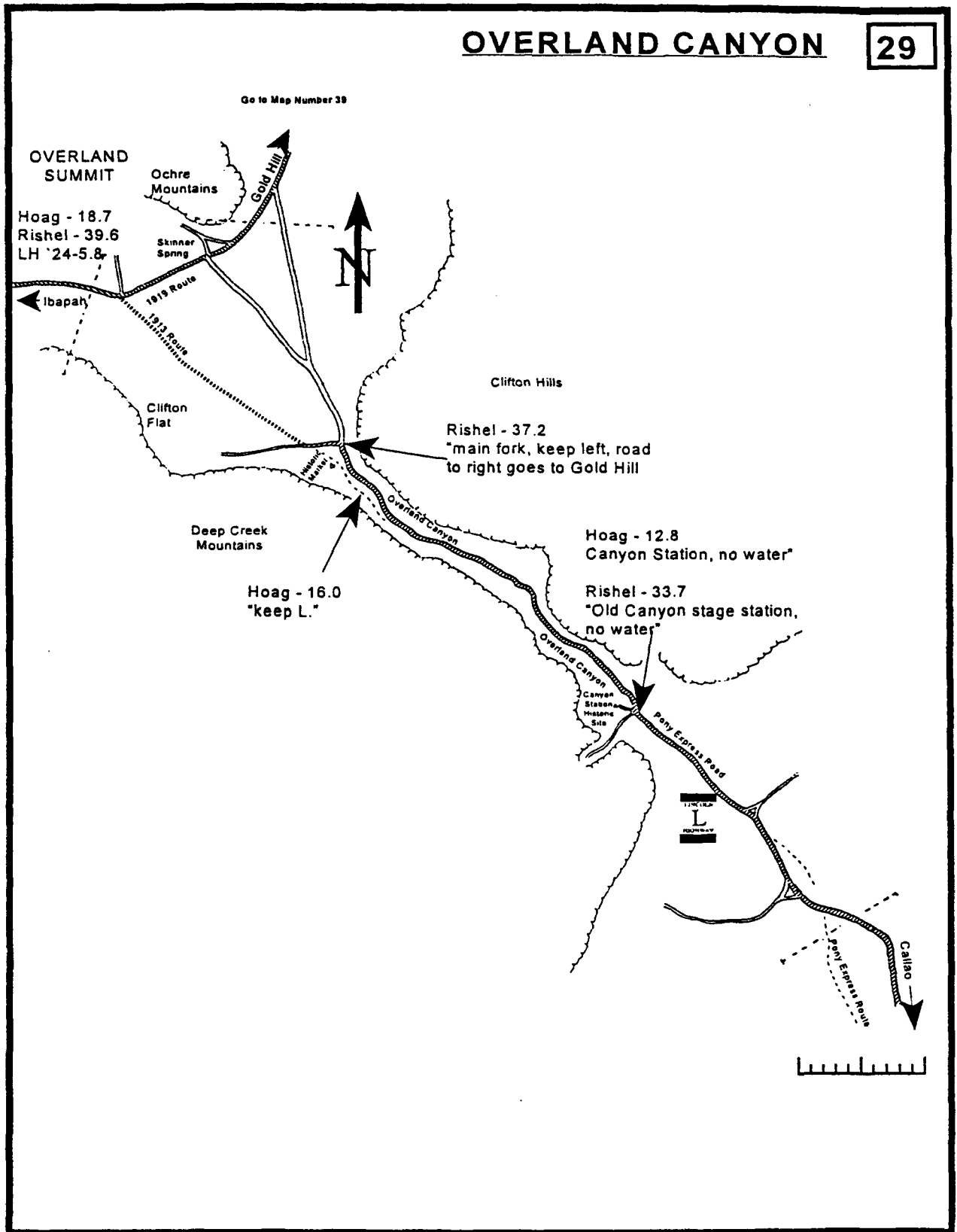


Overland Stage



OVERLAND CANYON

29





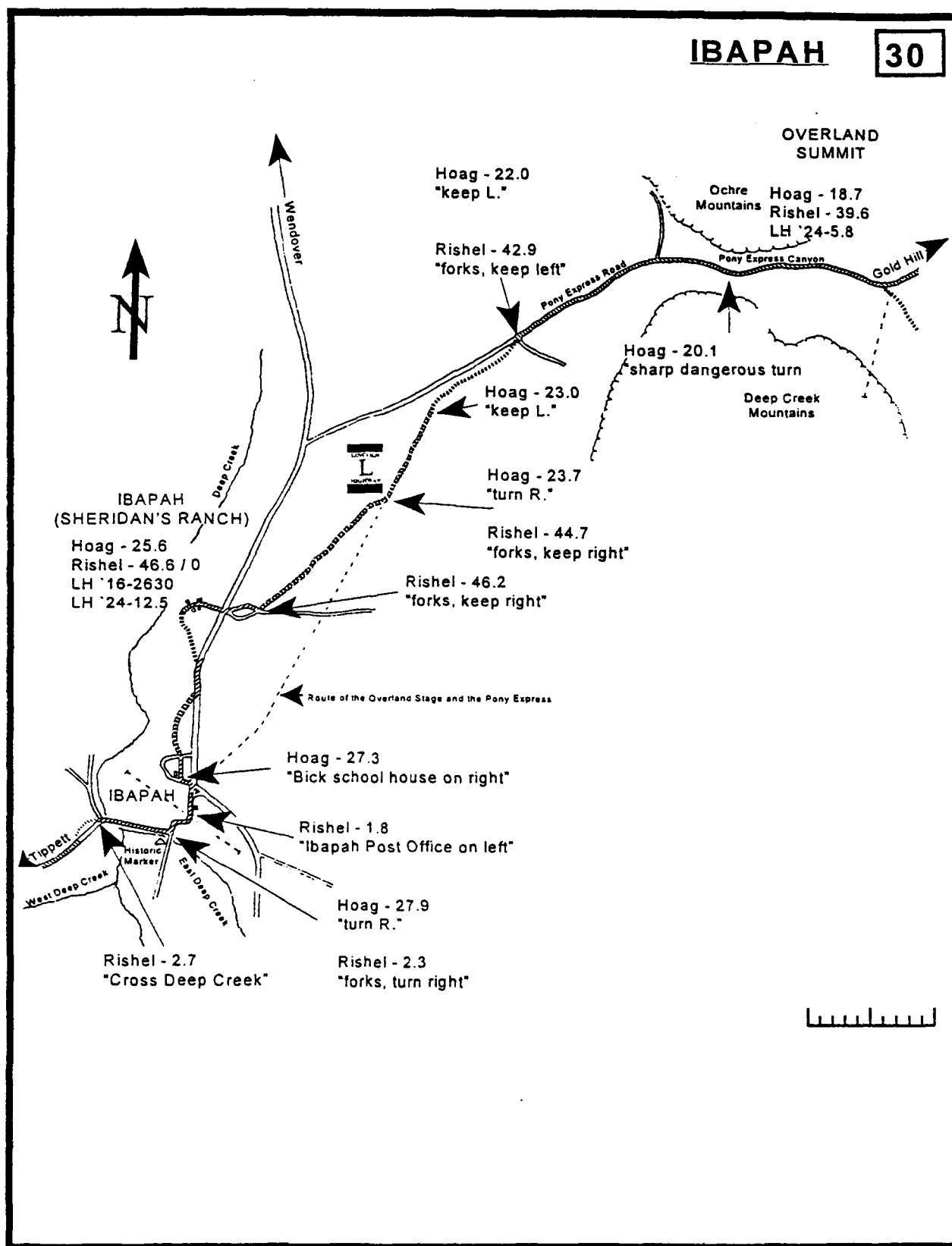
30 - Ibapah

From Overland Summit the Highway went west, heading down Pony Express Canyon. At about 3.3 miles from the summit, the Highway left today's road and headed in a southwest direction toward the town of Ibapah following the Overland Stage Road. The Stage Road continues in a straight line until it reaches the town but after about 1.7 miles the Lincoln Highway turned to the west, heading toward Sheridan's Ranch. [35]

After passing Sheridan's Ranch the Highway went south through the town of Ibapah, passing just west of today's store and post office. It continued south past the school and then made a jog to the west, then the south, and then west again and crossed a bridge over Deep Creek.



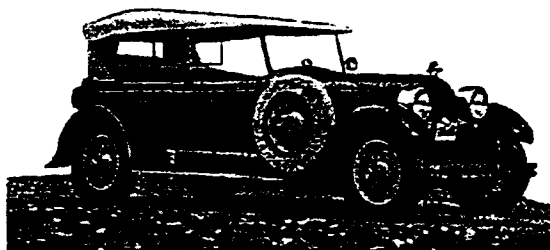
Vauxhall — 1925





31 - Weaver's Ranch

After crossing Deep Creek the Highway turned to the southwest. In about three miles it passed Weaver's Ranch and in another three quarters of a mile crossed into Nevada.

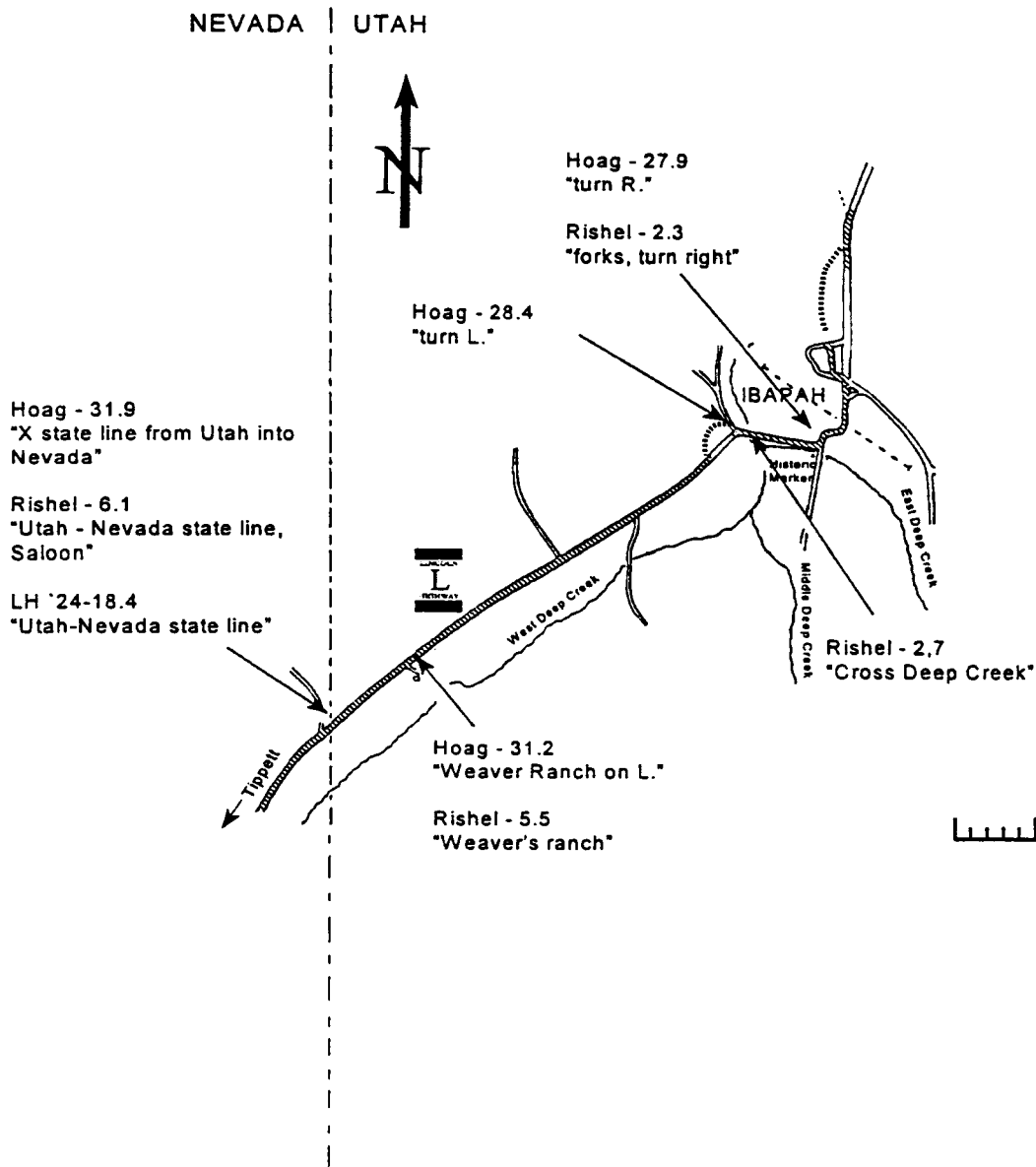


Duesenberg — 1926



WEAVER'S RANCH

31



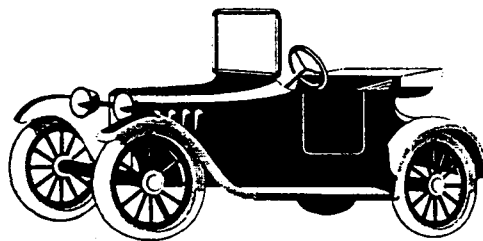


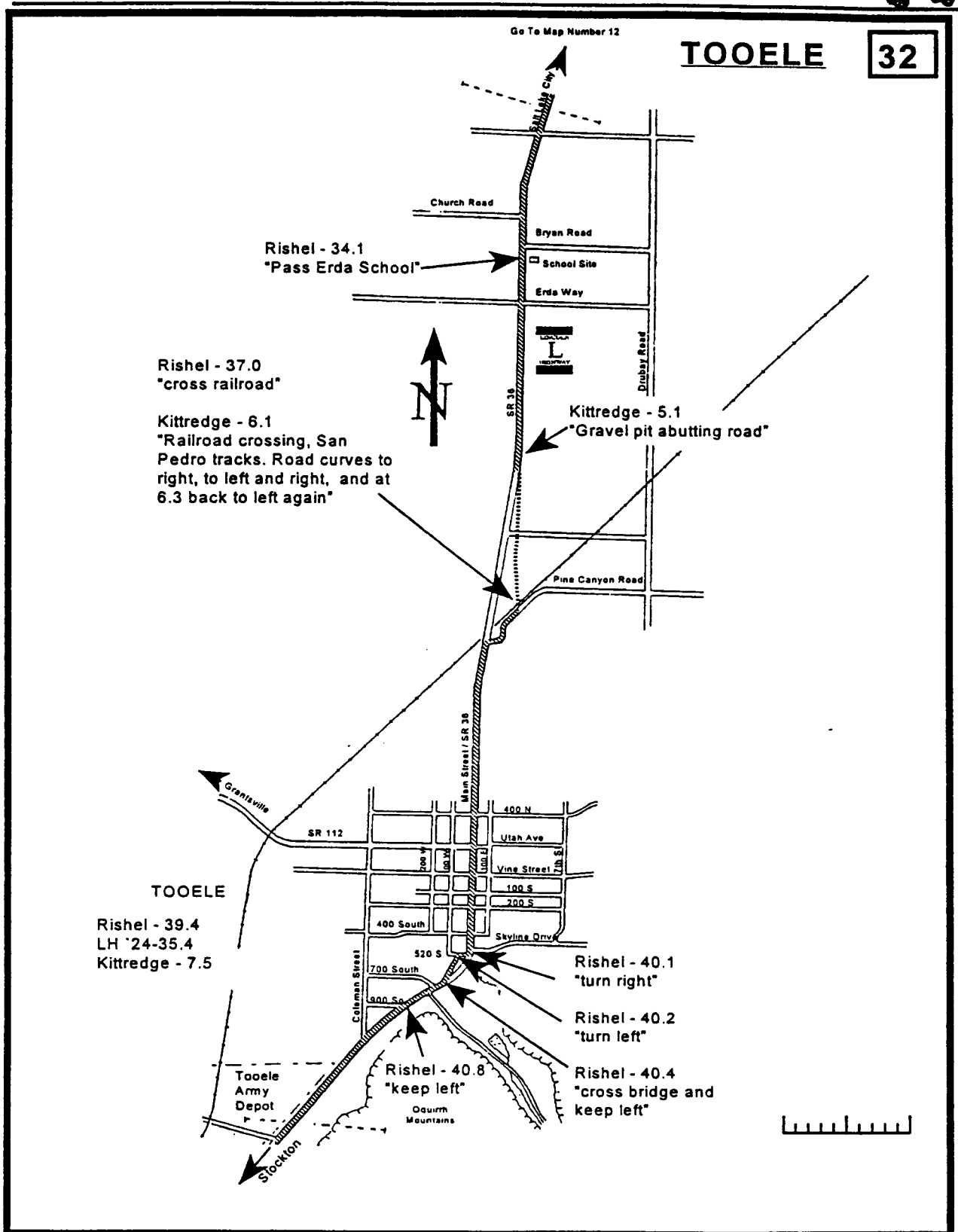
THE 1919 ROUTE

32 - Tooele

To follow the 1919 route of the Lincoln Highway you will head south on SR 36 from Mills Junction which is about 3 miles south of I-80's Exit 99 at Lake Point. About four miles south of Mills Junction the road starts up the hill to Tooele. About halfway up the hill SR 36 makes a bend to the right. The original road continued in a straight line until it crossed the railroad at a point about a quarter of a mile east of today's overpass.

From the railroad crossing, the Highway followed today's Pine Canyon Road back to SR 36 and then entered Tooele. When it reached the south side of town the Highway made a jog which took it west on 520 South to Hood Street and then south again to return to SR 36. [36]



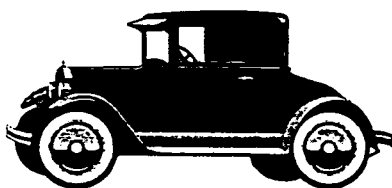




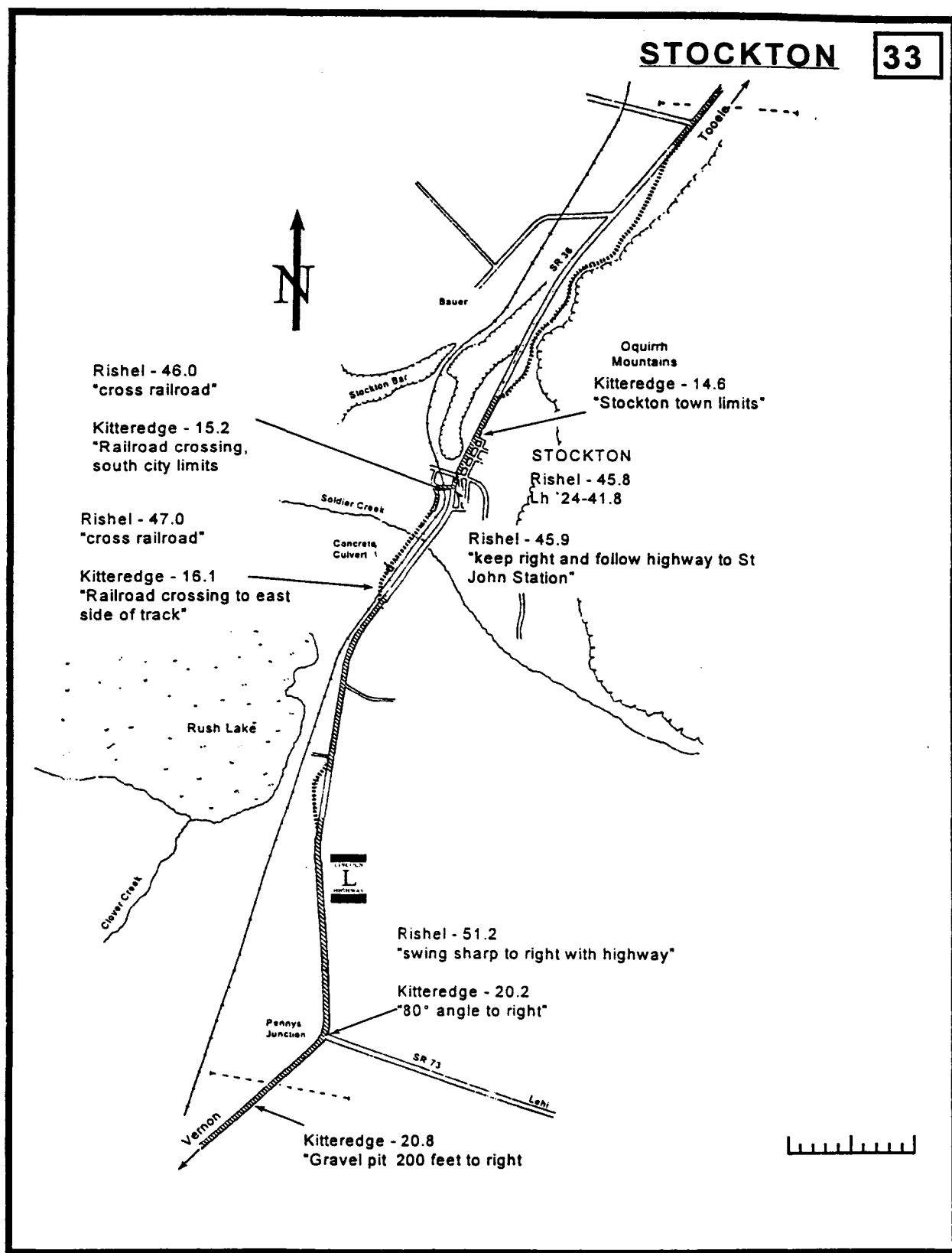
33 - Stockton

After leaving Tooele the 1919 Highway continued south and passed through Stockton. Near the south end of town the Highway turned west and crossed the railroad. Immediately after crossing the tracks, the Highway turned south and followed the railroad for one mile and then crossed back to the east side of the tracks. [37]

The Highway continued south along the same alignment as SR 36 for about two miles and then left it to circle around the west side of a low hill which SR 36 cuts straight through. It then came back to SR 36 on the far side of the hill and stayed with it as far as the railroad crossing at St. John Station.



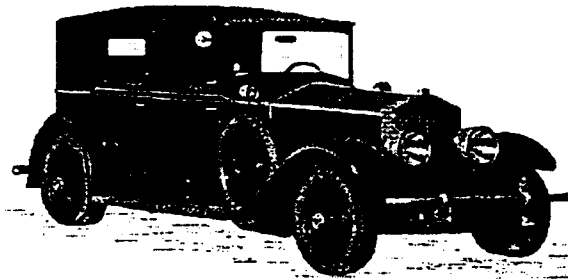
1920 Chevrolet



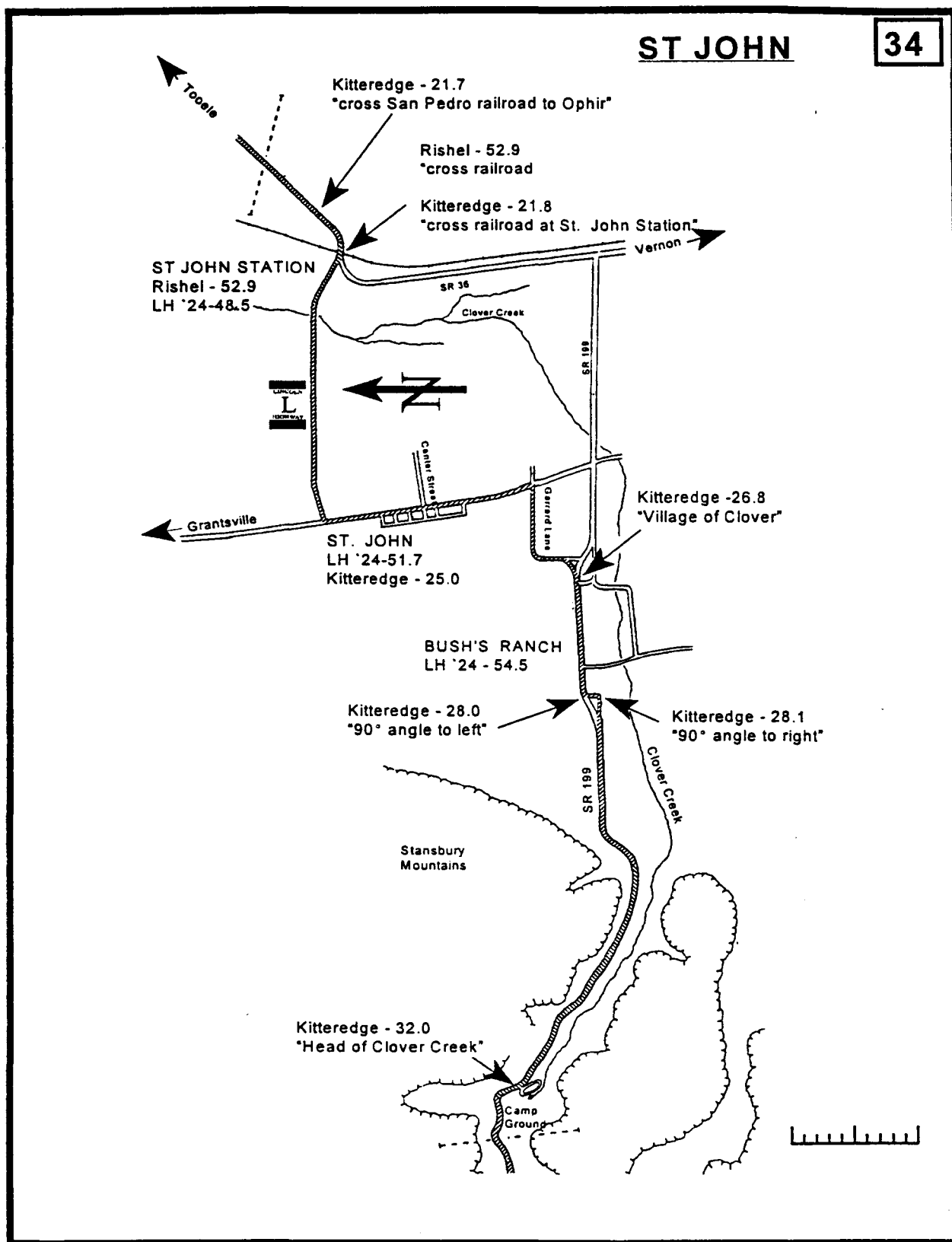


33 - St. John

At the site of the old St. John Railroad Station, on the west side of the tracks, SR 36 turns to the south and a county road bears to the west. The Lincoln Highway followed the county road for about 2.5 miles then turned south and passed through the town of St. John. About a mile beyond the center of St. John the Highway made a turn to the west on Garrard Lane which is a dirt road that sees very little traffic but is passable when dry. After about half a mile Garrard Lane turns south for a short distance then turns west and comes to SR 199 near the center of the town of Clover.



Rolls Royce — 1928

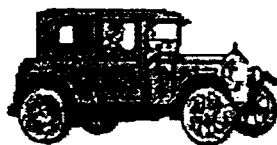




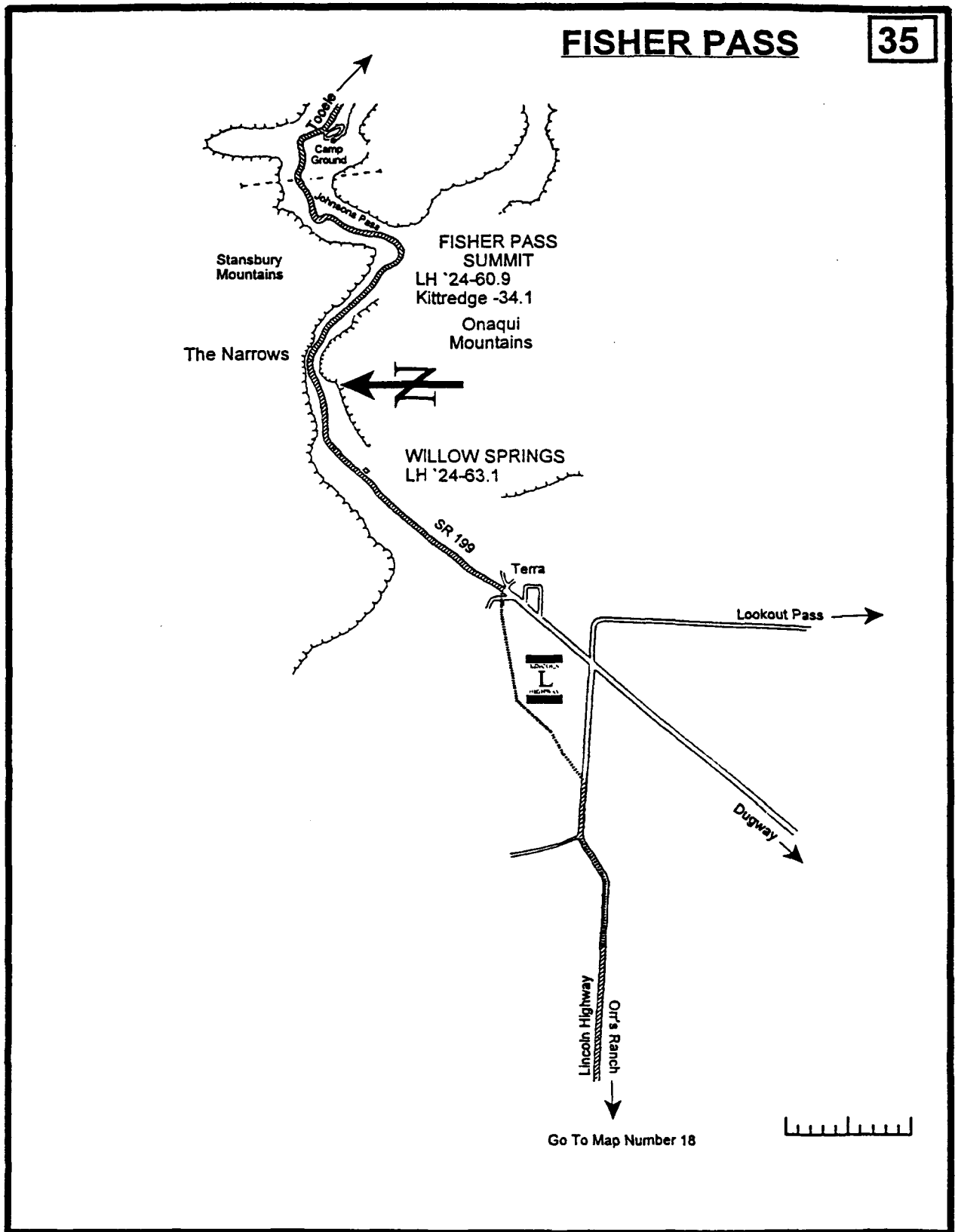
35 - Fisher Pass

After leaving Clover the Highway followed SR 199 over Johnsons Pass and down the western side of the mountain into Skull Valley. In 1919 the name of Johnsons Pass was changed to Fisher Pass to comply with the wishes of Carl Fisher who paid for most of the construction costs on this difficult section. The name gained little local acceptance and was placed on few maps other than those produced by the Lincoln Highway Association.

After passing Willow Springs, SR 199 continues on a straight line in a southwest direction until it reaches the Dugway Gate. In 1919, about a half mile beyond the little town of Terra the Highway turned to the west. This section of the Highway remained a dirt road until 1995 when the county paved it and installed road signs bearing the name Lincoln Highway. After about five miles this road rejoins the original 1913 route and turns south to Orr's Ranch.



Essex — 1922





36 - Goodyear Road

The exact location of the 1919 Highway between County Well and Granite Peak remains uncertain. Much of the roadbed has been destroyed by the construction of the numerous testing facilities located in this area. The 1924 road guide provided a meager clue to the route when it said that from County Well the traveler should;

"Take right hand turn for Granite Mountain and Goodyear Cut-off. Follow Official Sign. Keep on north side of Main Wash. bearing northwest." [38]

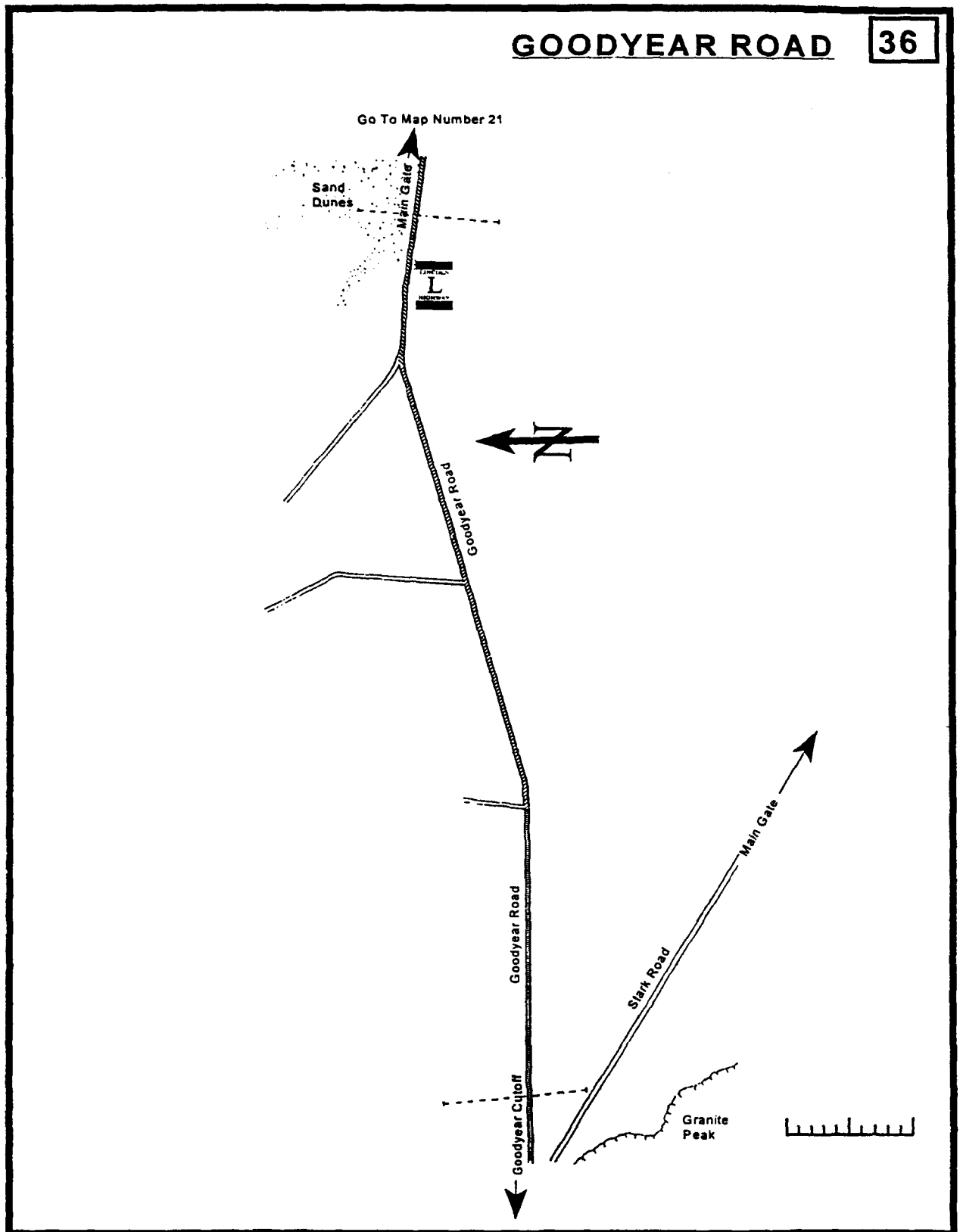
"Main Wash" is clearly the usually dry streambed of Government Creek which soon disappears into the desert.

In order to follow the 1919 route today you would leave the bridge and follow Stark Road going west for about two miles then turn onto Goodyear Road. Although we can assume that Goodyear Road takes its name from the Goodyear Cutoff, it is quite certain that the 1919 Highway was some distance to the north at this point. It is also quite certain that at some point within the next three to five miles the Highway merged with today's Goodyear Road and stayed with it until it reached Granite Peak.



GOODYEAR ROAD

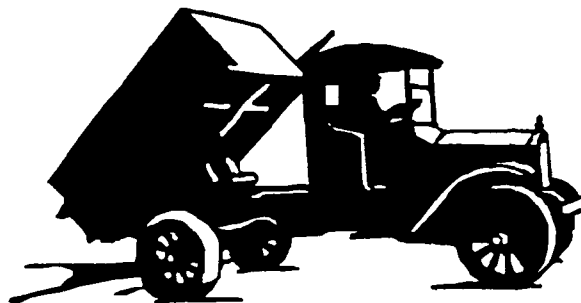
36





37 - Granite Mountain

After circling around the north side of Granite Peak the Highway turned in a slightly south of west direction and began its crossing of the mudflats on the Sieberling Section of the Goodyear Cutoff. The 18 mile causeway has been maintained for use by the military and is easily passable during dry weather.



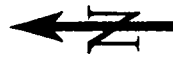


GRANITE MOUNTAIN

37

GRANITE MOUNTAIN
LH 24-107.8
Kittredge -81.7

Granite Peak



Main Gate

Spring

Fish Springs

Kittredge - 85.0
"Beginning of Goodyear
Cutoff construction"

Mud Flats

Mud Flats

Goodyear Cutoff Causeway

cut-off

No Map Next 11 Miles





38 - Black Point

At the western end of the causeway near Black Point is a gate with a lock that is controlled by the Air Force. After passing through this gate you will begin a slow climb up the foothills to the west. The Highway went northwest for a while then circled around the northern end of the Clifton Hills and came to the town of Gold Hill.

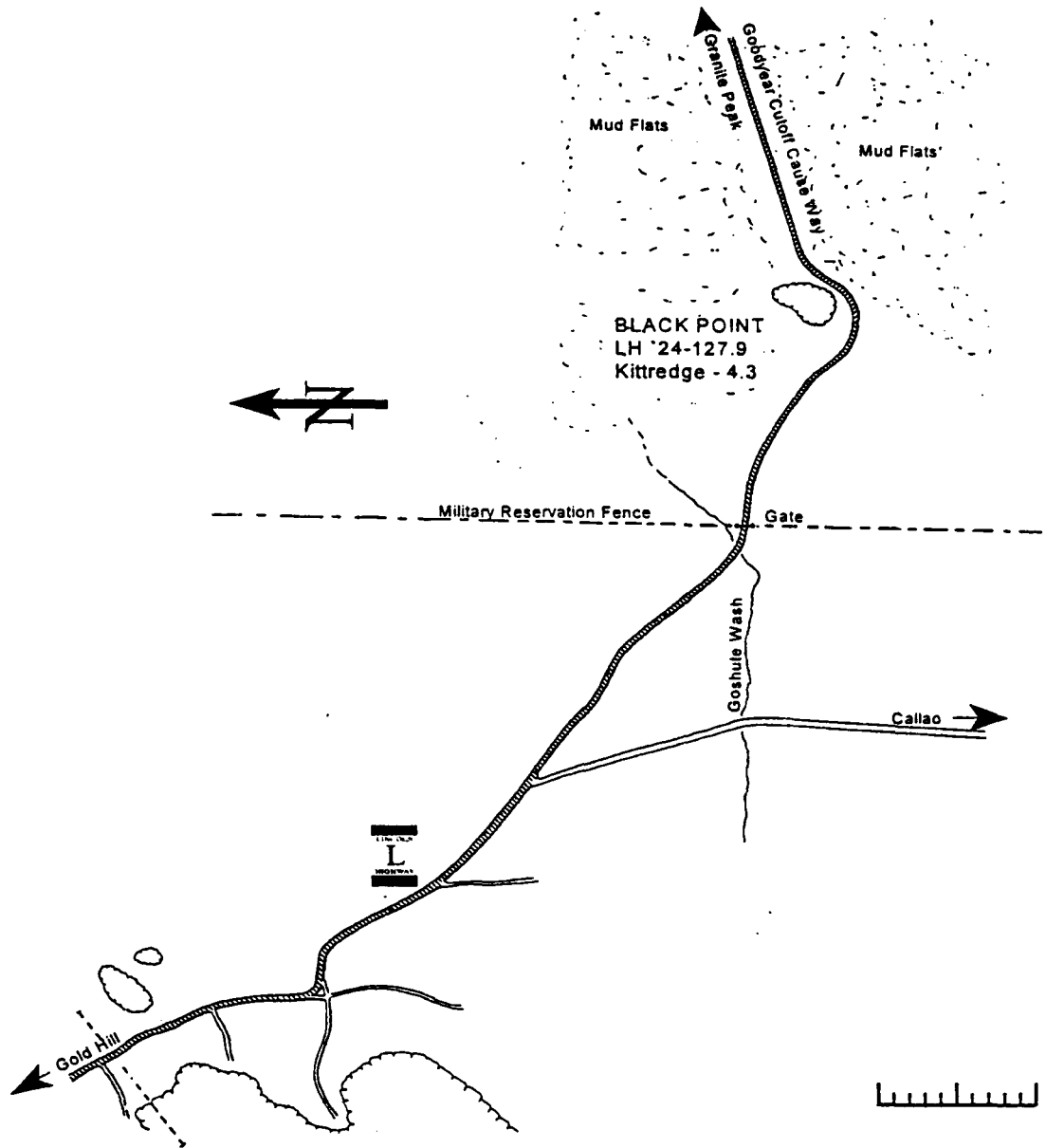




BLACK POINT

38

No Maps Next 11 Miles

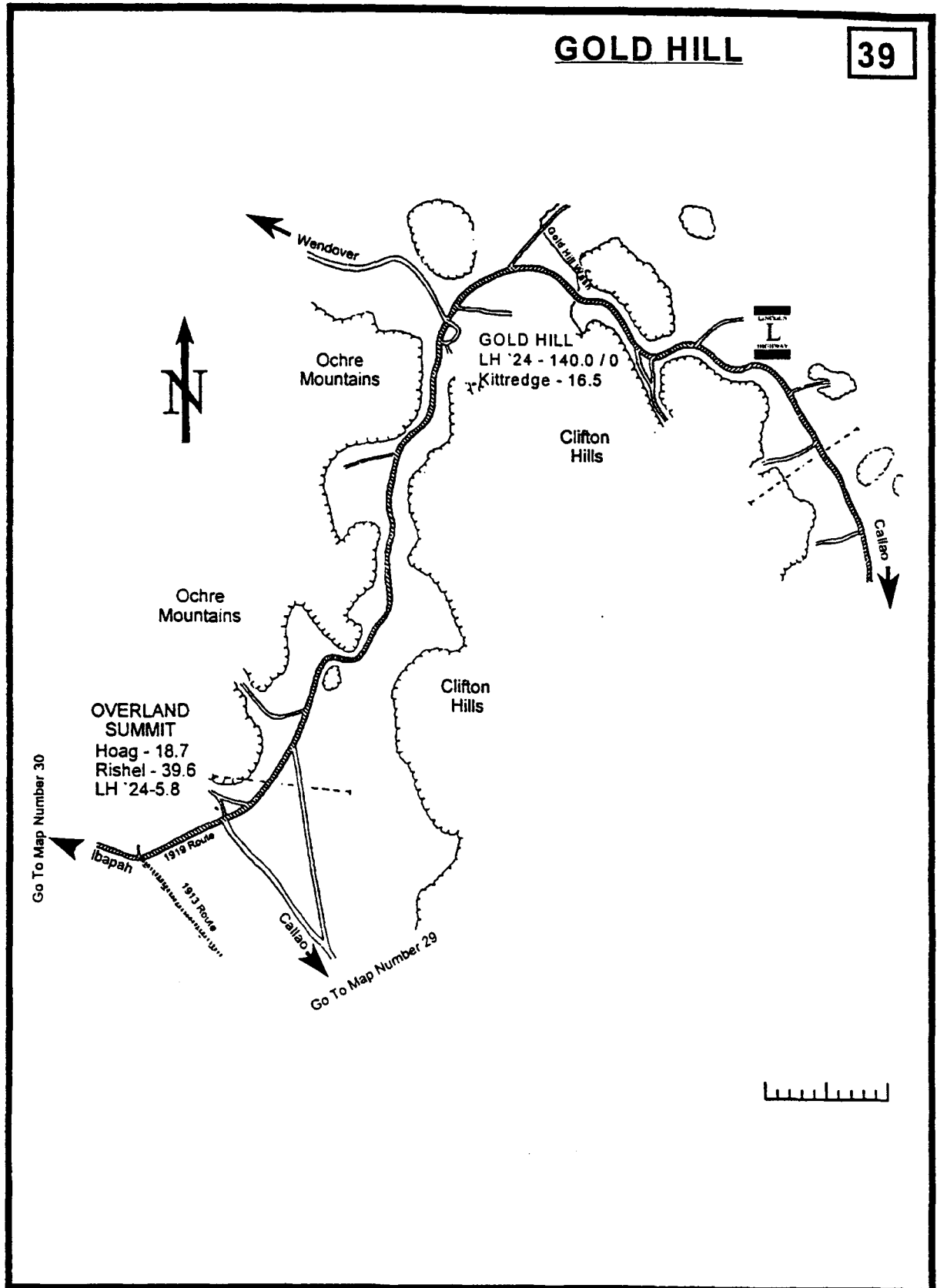




39 - Gold Hill

After passing through Gold Hill the Highway went south for about 5 miles and rejoined the original route of the Lincoln Highway at Overland Summit.







THE 1927 ROUTE

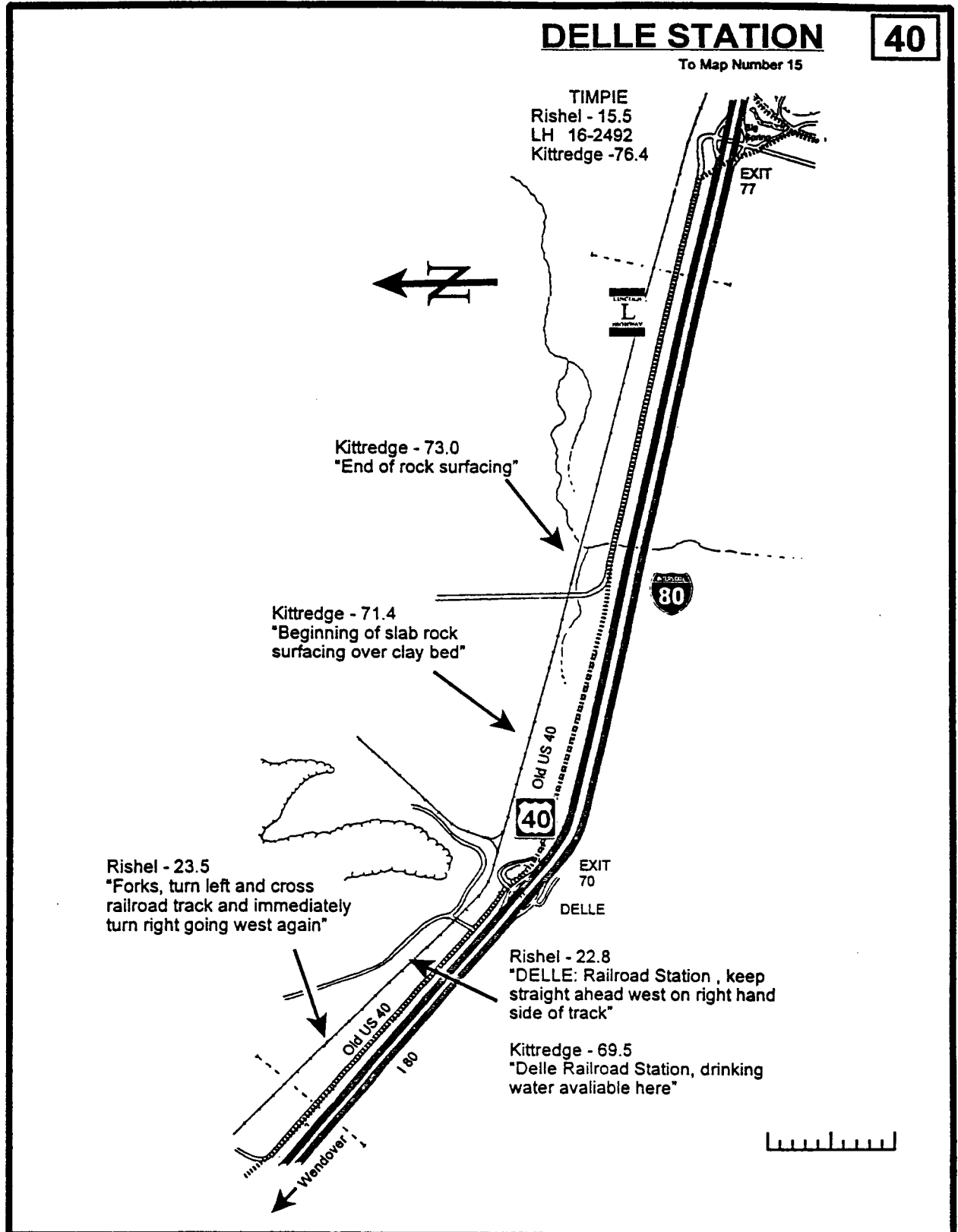
40 - Delle Station

In order to follow the 1927 route you will begin at Big Spring which is located on the west side of Timpie Point just southeast of I-80's Exit 77. Leaving the 1913 route at the south side of the spring the Highway took a northwest direction and crossed today's Skull Valley Road near the abandoned cafe and service station. It then crossed under I-80 and turned due west to follow what is now the frontage road.

It should be noted that at the time of this book's first printing the writer was uncertain as to whether the Lincoln Highway followed the original road, which was an the north of the railroad in this area, or the later route of old US 40 which was south of the tracks. Both Rishel and Kittredge made it quite clear that until 1922 the road was north of the tracks.[39] However, since the first printing of this book, the writer has located several maps of this area that were made during the late 1920s and early 1930s. These maps all show the highway as being south of the railroad. It now seems quite likely that the road was moved to the south side of the tracks during the construction of the Victory Highway in 1924 and 1925.

After leaving Big Spring you can cross under I-80 and follow the frontage road for about three miles. This road is either on or very near the routes of the Victory Highway, the Lincoln Highway, and US 40 until it makes a turn to the north and heads toward an industrial area. At this turn the older highways continued straight ahead to the west. At this point you will have to return to I-80.

Continuing west on I-80, beginning at mile marker 73 you will be able to see the abandoned highway on your right. It parallels I 80 for some distance then disappears under the Delle Exit (exit 70).





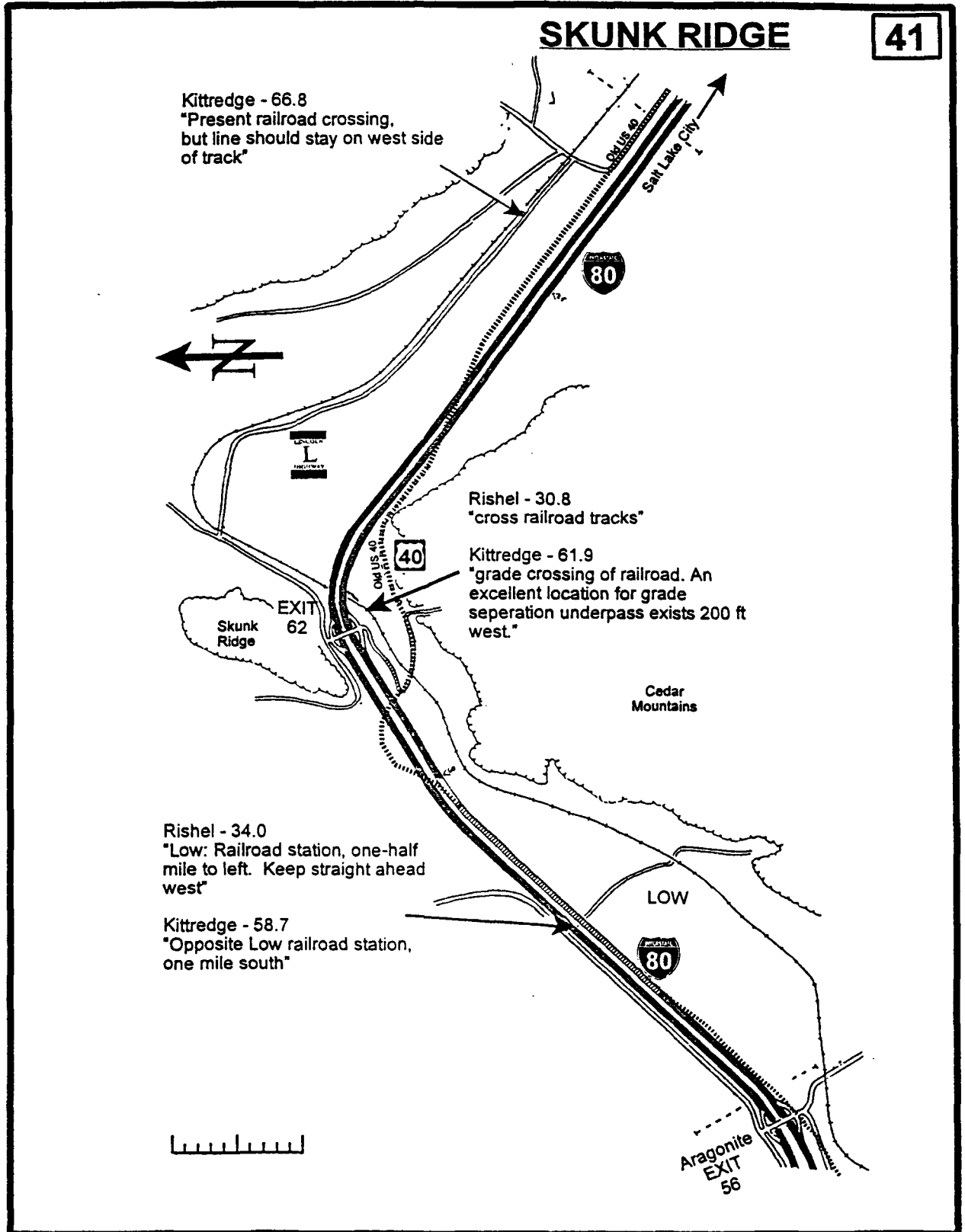
41 - Skunk Ridge

Approaching Delle from the east, the pre-Victory Highway road was north of the railroad tracks. At Delle Rishel's 1919 road guide instructed westbound travelers to "Keep straight ahead west on right hind side of track." [40] Just west of the railroad station the road crossed to the south of the tracks and then remained next to them as far as the ridge at the north end of the Cedar Mountains.

West of Delle, the road that was the Lincoln/Victory Highway and US 40 is still in use as a frontage road for about three miles. At this point the road turns to the north and heads into a mining area. The older road continued to the west and after some distance merged with I-80 for a while.

The old Highway comes out from under I-80 at about mile marker 63. At this point it is south of I-80 and higher on the side of the mountain. At Exit 62 you can leave the freeway and do some exploring on the old highway but will have to return to I-80 to continue any farther. Part way down the hill on the western slope of the Cedar Mountains, south of I-80, there is a railroad underpass. This underpass was used by US 40. Whether or not it was used by the Lincoln/Victory Highway is uncertain but it is known that prior to the construction of the Victory Highway there was a grade crossing in this area. [41]

Just west of the underpass, the old road crossed under I-80. You can see an abandoned section of paved road making a sweeping curve on the north side of the freeway. The old road then comes back to I-80 for about two miles and then re-emerges on the south side of the freeway.





42 - Grassy Mountain

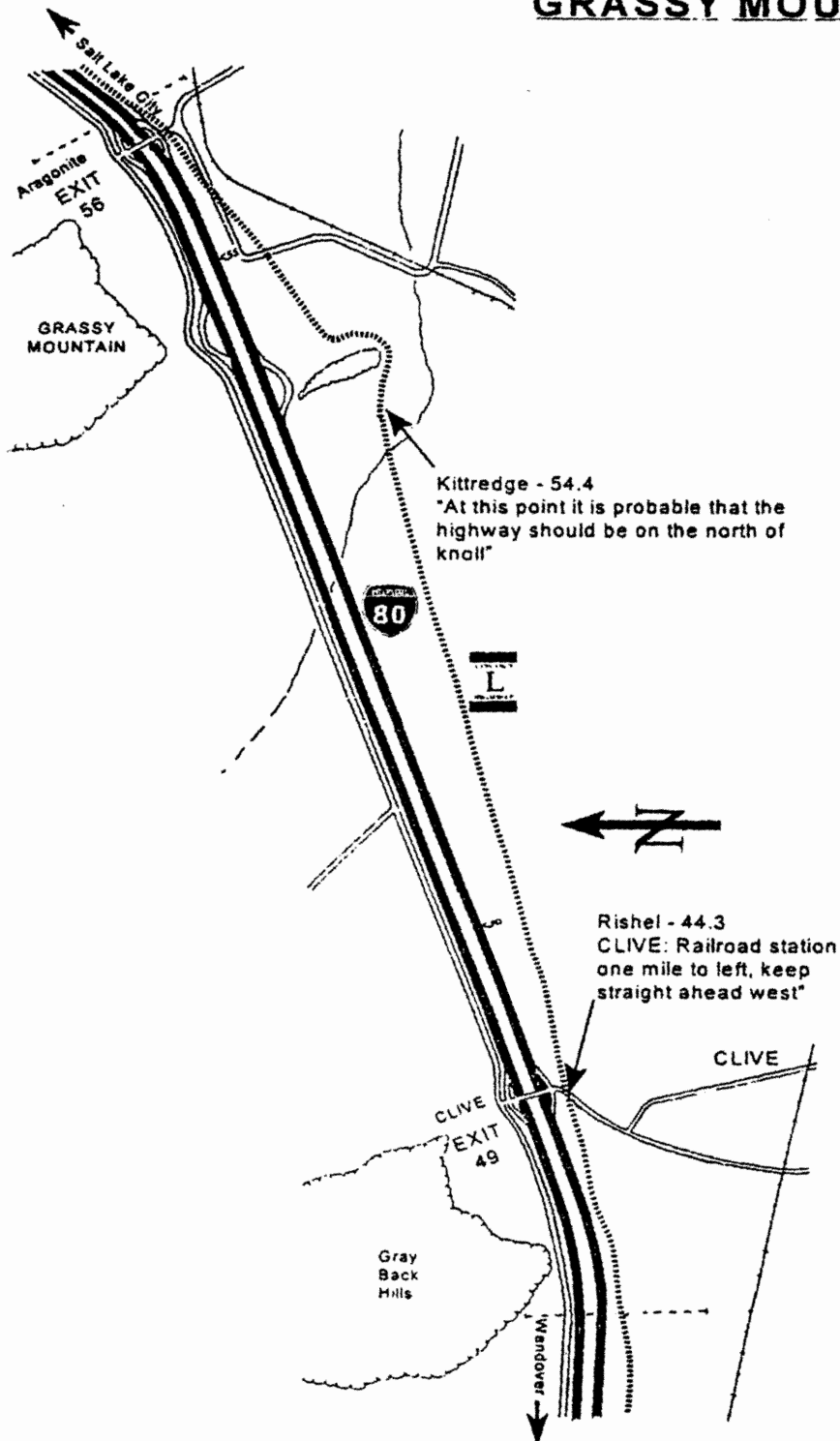
Between Exit 56 and Exit 41 at Knolls, the old Highway can be found on the south of I-80. It can be traveled, and the writer has done so, but it is very slow and very tedious. The old roadbed is clogged with a dense growth of greasewood and is crossed by a number of gullies. This trip should never be attempted during wet weather. The first place to access the old Highway is at Exit 56. Leave I-80, turn south, then west, then south again. After making this last turn watch carefully for the Highway which is a very faint track cutting across the graveled road.

You can also get to this section of the old Highway from Exit 49 at Clive. About one tenth of a mile south of the exit the old Highway crosses today's road.



Ford V8 — 1932

GRASSY MOUNTAIN

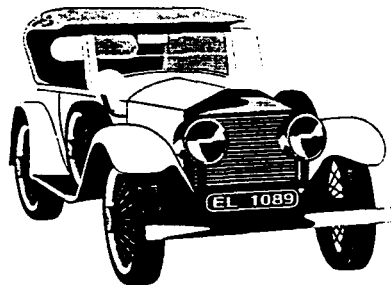




43 - Knolls

If you want to get a look at the old roadbed without driving on it, the best view is from a point just south of Exit 41. At this point you are somewhat higher than the terrain to the east and if you look in that direction you will be able to see the old roadbed coming directly toward you.

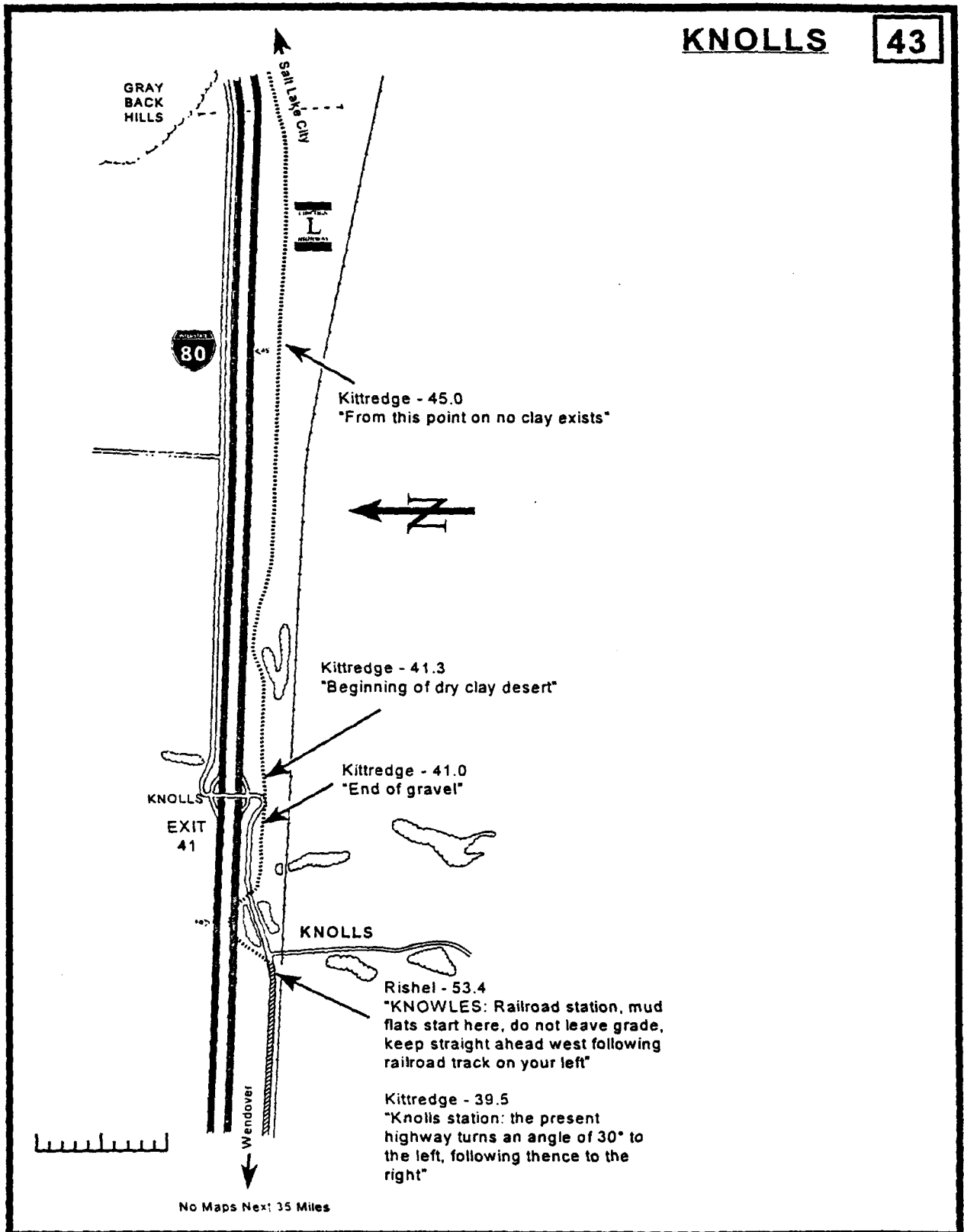
Going west from Knolls, US 40 was built directly over the old Lincoln/Victory Highway and it has been widened and paved. You can travel on this road without any serious difficulty. However, as you reach the area of the Bonneville Salt Flats the road begins to buckle severely and you will be forced to slow to a crawl for several miles.





KNOLLS

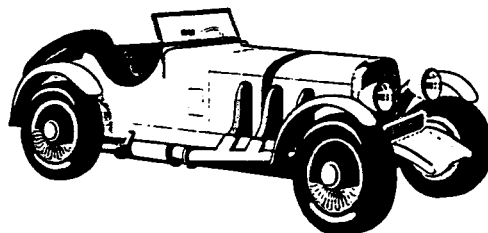
43





44 - Wendover

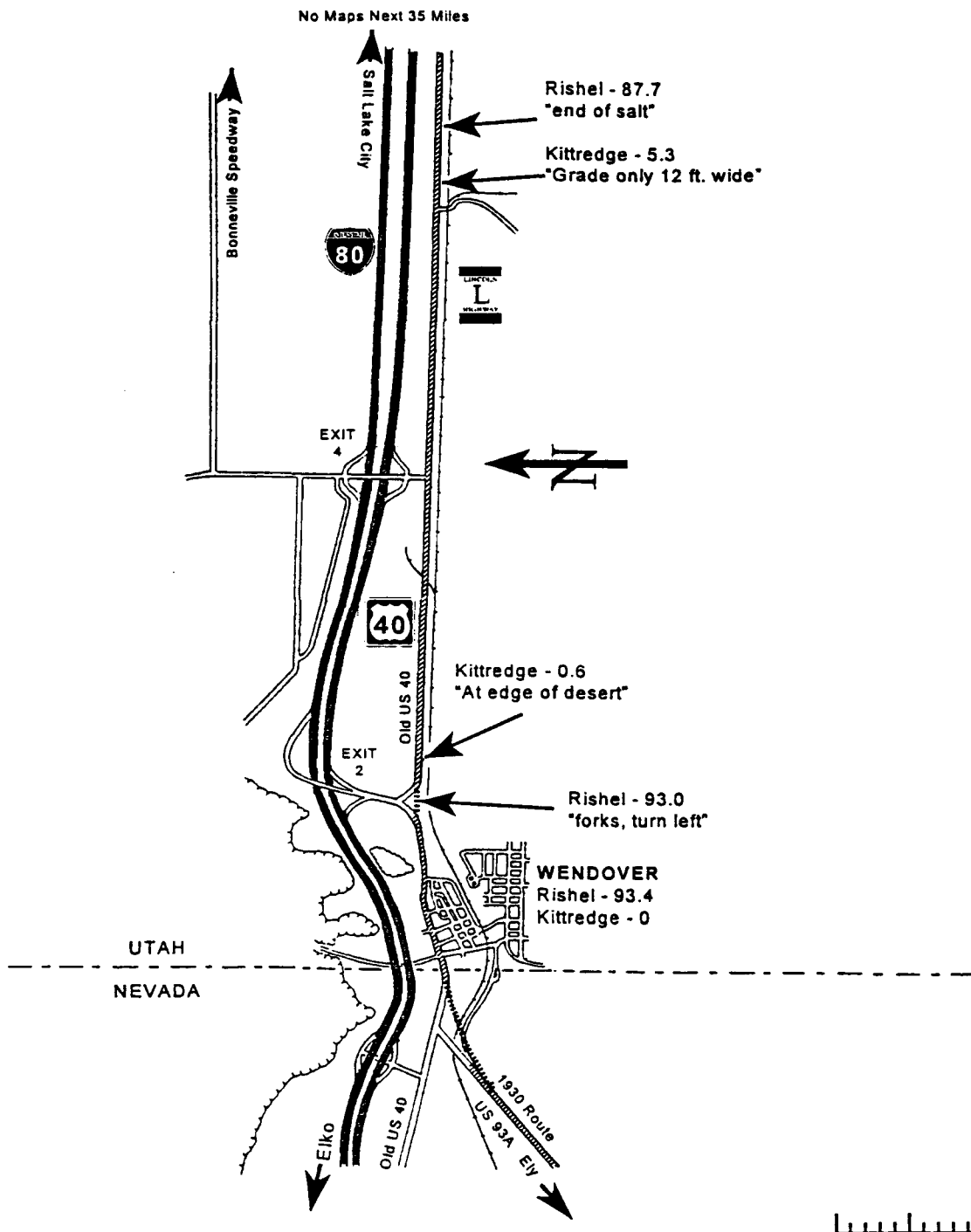
After a while the road improves again and then you are in Wendover. After passing through the town the Highway crossed into Nevada and turned south toward Ely.





WENDOVER

44





References

1. *Salt Lake Tribune Automobile Tour Book*, Rishel's Routes, William D. Rishel (referred to as Rishel), page 91
2. Rishel, page 91
3. Rishel, page 91
4. *A Complete Official Road Guide of the Lincoln Highway, Fifth Edition*, The Lincoln Highway Association, 1924, reprinted by the Patrice Press, Tucson, Arizona, 1993 (referred to as LH '24), page 439
5. Rishel, page 91
6. *The Complete Official Road Guide of the Lincoln Highway*, The Lincoln Highway Association, 1915 (referred to as LH '15), page 125.

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7. Rishel p.90 and 91
8. Rishel p.90 and 91
9. Rishel p.92
10. Rishel p.92; LH '15 p.126; LH '16 p.130; LH '18 p.224
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13. Rishel p.92; LH '15 p.125; LH '16 p.130; LH '18 p.224
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 17. *Salt Lake to Ely Nevada*, Gael S. Hoag, date of publication unknown (referred to as Hoag)
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 18. Hoag; Rishel p.169
 19. Hoag; Rishel p.169
 20. LH '15 p.127; LH '16 p.131; LH '18 p.225; LH '24 p.445
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 24. Hoag; Rishel p.169
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 27. Hoag; LH '24 p.445
 28. Hoag; Rishel p. 171; LH '24 p.445
 29. Hoag; Rishel p. 173
 30. Hoag; Rishel p.175; LH '15 p.175; LH '16 p.133; LH '18 p.228; LH '24 p.448
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 32. Hoag; Rishel p.177
 33. Hoag; Rishel p.177; LH '15 p.177; LH '16 p.134; LH '18 p.229; Kittredge p.4
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- 35. Hoag; Rishel p.179
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- 38. LH '24 p.456
- 39. Rishel p.184; Kittredge p.9
- 40. Rishel p.185
- 41. Rishel p.185; Kittredge p.8

