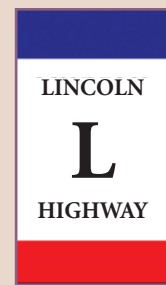


The Main Street Across America

Driving Guide

The Lincoln Highway was the first major coast-to-coast “motor road” for automobile travel in the United States across America. This famed transcontinental highway, was the first practical automobile road that linked the East and the West coasts of the United States and is named after



President Abraham Lincoln. Established in 1913, people follow the Lincoln from Times Square in New York City by the red, white, and blue logos and finish almost 3,400 miles later in San Francisco.

This highway also spanned the state of Utah. The Utah chapter of the Lincoln Highway Association preserves this heritage by placing distinctive markers along the route, and undertaking educational activities including tours over these historic avenues. The course travels through Summit County from Evanston to Salt Lake City. It was believed that this leg of the journey contained the most difficult terrain.

The Lincoln Highway is one of America's best-known historical roads. It was inspired by the Good Roads Movement, and in turn inspired the National Interstate and Defense Highways Act of 1956, which was championed by President Dwight D. Eisenhower, influenced by his experiences as a young soldier crossing the country in the 1919 Army Convoy on the Lincoln Highway.

As the first road across America, the Lincoln Highway brought great prosperity to hundreds of cities, towns, and villages along the way. Affectionately, the Lincoln Highway became known as *"The Main Street Across America"*, a nickname that, even today, remains synonymous with the famous old road. Additionally, with the renewed interest in America's historic two-lane highways, and in deference to Route 66 having been nicknamed "The Mother Road" by John Steinbeck, the older and longer Lincoln Highway has become regarded as "The Father Road", a nickname used regularly by American Road Magazine, and by author Michael Wallis in his recent book, *The Lincoln Highway, the Great American Road Trip*.

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Roads Days

Good Roads days twice were staged in Coalville in cooperation with the Coalville Boosters Club. On May 9th, 1917 five miles of the Lincoln Highway between Echo and Coalville were leveled and the rocks raked off. This was accomplished by the use of a tractor, a road drag and three men for one day and 40 High School boys with rakes for 2 1/2 hours. The men were given membership cards in the Boosters Club and the boys were given the best dish the local ice cream parlor offers.



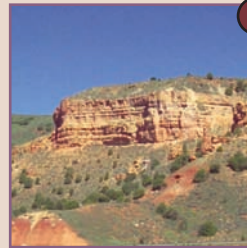
Our History Along the Way

Traveling from Evanston, Wyoming on I-80. Exit #191.



1 Wahsatch Station

In 1916 the population here was listed as 10, with a railroad station, an express company, a telephone company, and an unprotected grade crossing. In late August 1910, the first Transcontinental Motor Train came roaring into the Echo canyon. The U.S. Army wanted to test the feasibility of moving trucks across America on the nation's premier transcontinental highway, in the event rail traffic was immobilized or insufficient during a later world war. The old water tank still remains. Cache Cave a pioneer stop. I-80 exit #187. (limited access by appointment)



2 Castle Rock

Viewed from the I-80 highway (Exit #185) is Castle rock. Below this large crag was a popular emigrant campsite, where Brigham Young's party camped July 15, 1847. This is the site of the Overland Stage and Pony Express Station. In both the 1916 and the 1924 road guides, the population was listed as 20. The highway at this point was “graded dirt.” There was the obligatory railroad station, a ranch offering meals and lodging, the filling station, an express company, telephone, telegraph, and a post office. “Beautiful mountain scenery, good camp site,” was also included in the listing. It was further described as: “A castle complete with parapets on all four corners. To make the picture complete, it even had an opening in the center.”



3 Winged Rock

A unique rock formation on the northwest side of Echo Canyon. It has a flat, hat-like rock balanced on a pedestal and a window of light showing below the hat. *pg. 267. On their way to Salt Lake City in 1858, the United States Army camped at the base of this formation.

Echo Canyon Lincoln Highway

Leave I-80 at exit #178, signed Emory, and drive down the frontage road, Lincoln Highway.



4 Emory Station

Hanging Rock Pony Express station (sometimes known as “Half-way Station”) was new in July, 1861. It was located at the Union Pacific railroad workers' station named Emory. *pg. 269. The site was on the left, in a grove of pine trees, but there are no signs of the station remaining.



5 Hanging Rock at Emory

A 40-foot long sandstone natural bridge that gave its name to the July, 1861 Pony Express station campground and later Stage station. There is a cavity in a rock with a few names written in tar or grease. *pg.271



6 Jack in the Pulpit

With a little imagination, one can see a man standing at a pulpit or a man with a three-cornered hood on his overcoat. *pg. 271 “As if expounding the law and gospel to his scattering auditors”. Approximately 1.5 miles from Hanging Rock.



7 Sawmill Canyon

The canyon was named after a sawmill located at the foot of the hills. The sawmill provided railroad ties for the first Transcontinental Railroad. Brigham Young and his company returning from Winter Quarter camped here on August 28, 1858.

Breastworks (fortifications) marker



Breastworks also called “batteries” or “parapets,” are quickly constructed stone walls built to protect gunners from enemy fire. *pg. 282. The Breastworks were constructed in 1857 under the direction of General Daniel H. Wells, commander of the Mormon Militia. The cliffs provided the greatest strategic advantage against possible attack by Johnson's Army during the Utah War (1857-58).



9 Stone Breastworks

One of the most historic passages in America. It was an Indian trail before the coming of the pioneers. Militant members of the Mormon Church climbed these ramparts and built stacks of boulders on the crest of the steepest canyon walls. They were intended to protect riflemen.



10 Billboard Bluff

The completion of the Pacific Railroad brought opportunity for inventive advertising. Plantation Bitters (painted on rock), was an early billboard for a new medicine active ingredient was 33% Santa Cruz rum.



11 Death's Rock

As a result of the Utah War, in 1858, the only Mormon to die was accidentally shot from the top of the bluff during a test fire.



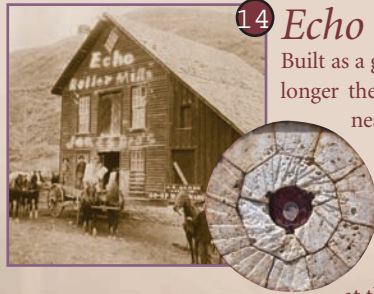
12 Steamboat Rock

(or Noah's Ark) is a huge mass of red sandstone resembling the bow of a steamship that projects into Echo Canyon.



13 Red Rock Dam

A red sandstone wall, about 100 feet long. It was built on the northwest bank of Echo Canyon Creek, just above Steamboat Rock and extended southwest from the railroad track to the creek. This wall's original historic significance is not known.



14 Echo Roller Mills

Built as a gristmill in 1871. Structure no longer there. Historical panel is displayed near site. The 3-story mill, constructed of red pine lumber. The lumber came from the sawmill located up Echo Canyon.* One of the original millstones and old Mormon maker is displayed at the (DUP) in Henefer.



15 Monument Rock

Viewed from the highway is a prominent and unusual rock formation and can be seen in a side canyon to the right of the road.

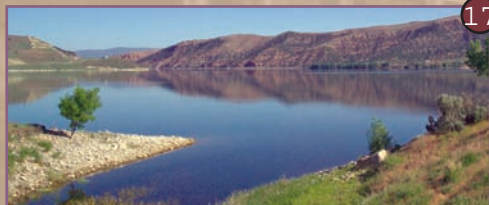
Coalville Lincoln Highway

From Emory about 11 miles later, turn left at Echo Dam Rd. and cross under I-80. Continue along Echo Dam Rd. to Coalville.



16 Old Concrete Bridges

Bridge at the mouth of Echo Canyon.



17 Echo Dam

Completed in 1930.



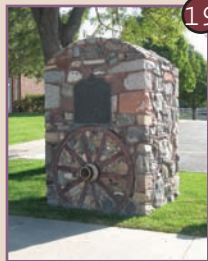
1 Coalville City

The 1916 Road Guide advised that there was good fishing in the Weber, with a good graded road all the way to Wanship "but not surfaced and muddy in wet weather." Coalville was sophisticated enough to have a speed limit ten miles an

hour. The 1915 Lincoln Highway passed in front of the Summit County courthouse built in 1903-04.

"I was attracted to the little town of Coalville, because there were so many yards where old-fashioned yellow rosebushes were laden with bloom." — Effie Gladding

Please visit our HISTORICAL SOCIETY MUSEUM at 60 North Main Street, Coalville, UTAH www.summitcounty.org/history www.co.summit.ut.us/history/lincoln/lincoln.html



19 Hoytsville Marker

This monument is near the site of the old fort, 300 ft. Southwest of here. It was on the old emigrant trail. Route also used by overland stage and part of Johnston's army going east in 1861, to participate in the Civil War. Approximately 3 miles south on Main Street from the Coalville Courthouse and LDS Church.

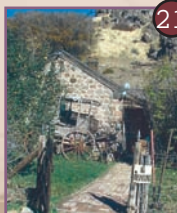
Wanship Lincoln Highway

Traveling from the Coalville Courthouse on Main Street, head south approximately 6 miles on the Lincoln Highway to the old Lincoln Highway through Wanship.



Lincoln Highway

Marker replica.



21 Pendleton Rock House

Traveling mason and plasterer George Dunford built his home in three sections beginning about 1860. Joshua and Delpha Stewart Pendleton purchased the stone house in 1890 for eleven hundred dollars. Old Lincoln Highway.



22 Original Lincoln Highway Marker

Old Lincoln Highway and 50 West. Lincoln Highway dead ends.

Snyderville Lincoln Highway

I-80 to Salt Lake City.



23 Pace Ranch at Atkinson

A secret in the sage. Old original Lincoln Highway marker.



24 Kimball Ranch

The Overland Stage Station from 1862 to 1868, still stands east of Kimball's Junction. William H. Kimball built this eleven-room stone house east of Kimball's Junction as an inn and stage station. Eventually this route became

part of the Lincoln Highway and undoubtedly housed many traveling visitors. Three famous travelers stayed there. Horace Greeley, Walt Whitman and Mark Twain. That wonderful old stone house still stands. Can be seen from I-80 traveling to Salt Lake City.

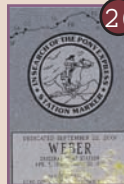


25 Gorgoza Park

In 1888 John W. Young, a son of Brigham Young started the Eastern Railway. A New York business man named Gorgorza helped him financially. John Young named the refueling stop after him.

Echo-Henefer Lincoln Highway

From Emory, continue on Echo Canyon Road to Echo-Henefer.



26 Weber Station

Stagecoach Ranch and site of Pony Express in the early 1860s consisted of a log cabin about 12 feet square with a door and a window.



27 Echo Church

Echo Church, built under towering conglomerate cliffs, had brick walls, a belfry steeple and a wooden entry. It was a public school from 1880 until 1913, then a Mormon chapel for the next fifty years. It is now a meeting hall and museum, alongside the Echo cemetery.



28 Echo

Echo Post Office Continuous use since 1928. Echo School. (Nat. Reg.) Built 1914.



29 Temple Camp

Temple Camp and Supplication Hills. 1 mile north of Echo on Highway 30.



30 Witches Rocks

The Witches Rocks. Natural pinnacles. Described as figures in kirtles and steeple-hats or bonnets, or witch-like. 1.3 miles west of Echo.



31 Weber River Crossing

The first known law enforcement officer to give his life in the line of duty was Sheriff Rodney Badger, one of the original pioneers. He drowned in 1853 in the Weber River while assisting pioneers who were fording the river.



32 Weber Canyon Explorers Trail

Weber Canyon has always been the most important gateway into the valley of the Great Salt Lake. Through its portals passed many notable persons of early Utah history. In this vicinity the Donner-Reed party of 1846 which later met a tragic fate on the East slope of the Sierras in California.

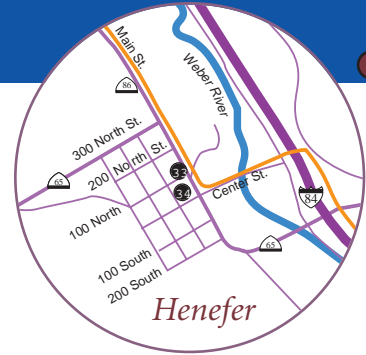


33 Henefer Pony Express Monument

100 North

Headquarters

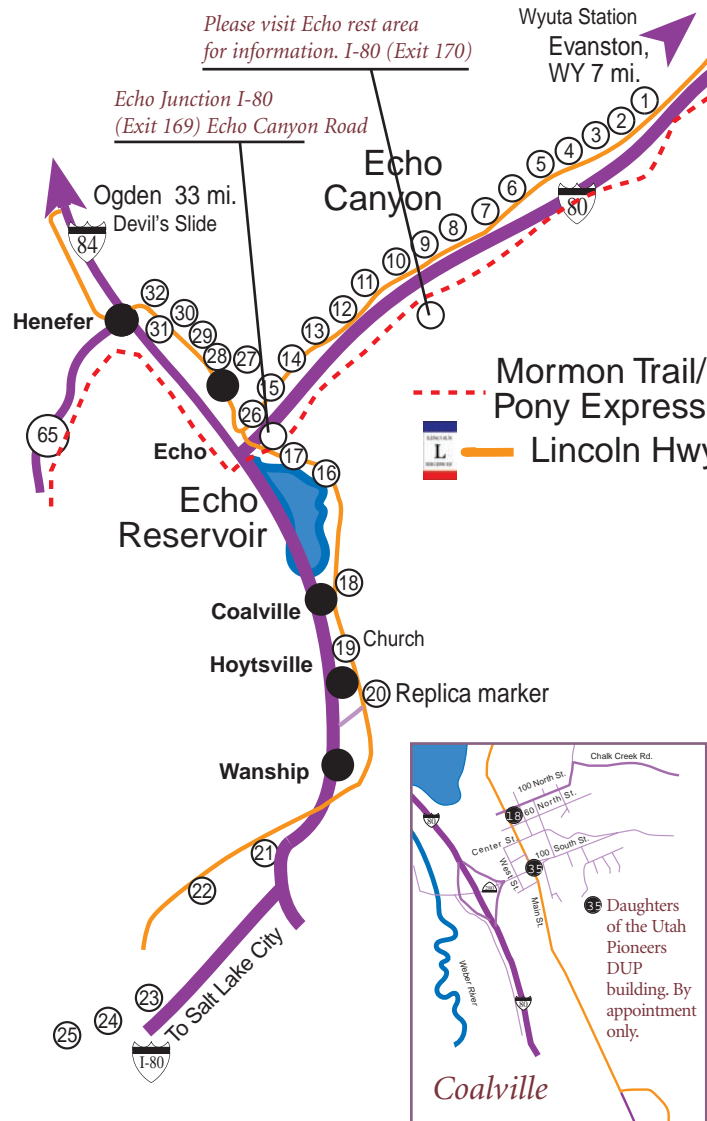
Once the official Lincoln Highway headquarters.



Daughters of the Utah Pioneers Cabin. Echo Gristmill Monument and Mormon Trail Monument 40 Center. By appointment only.



Old Mormon Trail marker located at the Henefer DUP Museum.



Funded through Park City Chamber and Visitors Bureau
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County USU Extension Service *Quotes by LaMar C. Berrett Sac

Places
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Main Street in Coalville.