

Park City

Driving Guide



PARK CITY—Thirty miles southeast of Salt Lake City is Park City located in Summit County. The discovery of the rich Ontario mine initiated efforts to mine lode ores and acted as the catalyst for Park City's rapid growth and reputation as a great silver mining area. By 1879, the Ontario mine was flourishing. Houses were springing up near the mine and lower down the canyon—the site of Park City.

Mining operations continued to develop in the late 1880s and early 1890s. The Silver King Mining Company was incorporated for \$3,000,000 and the well-managed property quickly attained high ranking among the local silver and lead mines. Park City boomed and many personalities such as the Silver Queen added to the city's style and lore.

The Panic of 1893 slowed economic growth, but Park City's expansion was decisively halted by a devastating fire. On June 19, 1898 fire raged through the Park City commercial district. The blaze was the greatest in Park City history. With community support, the town was rebuilt.

The mines penetrated the water table and were flooded, and the city nearly became a ghost town. Skiing came to the city in the 1950s, but the city did not recover until the 1970s when economic growth finally came. Growth has accelerated in the last few decades, and now stands as one of the most affluent and lively resort towns in the United States.



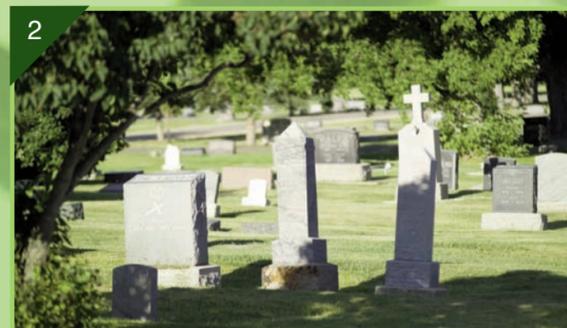
At this site the first settlers entered Park City. George G. Snyder, his wife, Rhoda, and their three children had cleared their way through the forest to arrive at their destination on May 25, 1872. On July 4, 1872, a celebration was held, a United States flag flew in the breeze, and the name Park City was given officially to the town. Mrs. Snyder and daughters made the flag from a bed-sheet, a red flannel baby blanket and a blue silk handkerchief. (as quoted from the historical plaque)

The bell hung atop the City Hall from 1902 to 1948.

PARK CITY PIONEERS

Not far away is the area known first as "Mountain View" and then as "Park City Private", the later name probably to distinguish it from the resting place of the poor, for it contains the graves of the most beloved and prominent citizens of the City, many of them known throughout the land.

The City Parks and Recreation Department maintains the entire cemetery and keeps records of its interments. Like Arlington National Cemetery it is a historic site, and like Arlington it is still in use. It is a soothing and comforting experience to walk the sunny, breezy hillsides and to absorb a bit of the distinguished history of Park City and its people. Please use caution when walking up the hills, and, as a visitor to this peaceful place, please respect those who rest here.



PARK CITY CEMETERY

Drive north of town to the lush foothills and stop at Park City Cemetery, once a meadow and site of the grave of Perle, buried there by her parents, George and Rhoda Snyder, over a hundred years ago. After being given title to the land by the Snyders late in the 19th century, Park City purchased adjoining land and created Park City Cemetery. Still then surrounded by farmland, the cemetery, managed by Sexton William Gidley, was known laughingly by gold miners who flooded the area as "Gidley's Pasture."

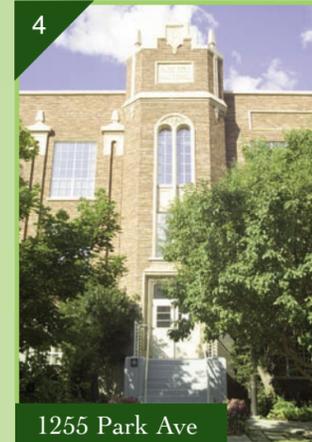
Part of the western portion of the cemetery holds the unmarked graves of countless indigent citizens of the community, and the City has elected not to disturb the tranquil sleep of these poor souls.



THE MINERS HOSPITAL 1904

The Miners Hospital was built for the sum of \$5,000 raised by local businessmen and the Western Federation of Miners. Six thousand miners were treated for "Miners Consumption", or silicosis, in the first year.

The Miner's Hospital had served the community's medical needs from 1904 until the mid-50's when it became obsolete and was shut down. In the 1970s, the building was a boarding house, a youth hostel, and later a city library.



1255 Park Ave

THE HEART OF PARK CITY

The original building was completed in February, 1928 for just under \$200,000. It served as Park City High School for 49 years. The building was abandoned in 1981, and ownership was transferred to the city. It stood boarded up and in disrepair for 12 years while many projects for the site were proposed and rejected.

The campaign for the preservation of the high school resulted in the \$2.5 million restoration and its 1993 reincarnation as the Park City Library and Education Center.



528 Main Street

PARK CITY MUSEUM (OLD CITY HALL)

The museum is housed in the town's first City Hall, constructed in 1885. The basement still holds the original Territorial Jail.

The Territorial Jail— Although most of its inmates were held here for relatively minor crimes such as fighting and drunkenness, some were held for robbery, moonshining during prohibition, and gambling after it was outlawed. The jail also briefly housed a few guilty of serious crimes that were eventually sent to the State Prison in Salt Lake City.

A wide collection of artifacts are displayed including the Kimball Brothers stagecoach that operated between Salt Lake City and Park City from 1872 to 1890. Exhibits also celebrate the town's emergence as a world class ski resort hosting the 2002 Winter Olympic Games.



660 Main St

UNION PACIFIC STATION (ZOOM)

The Union Pacific railroad was completing its section of the transcontinental railroad in northern Utah, as ore started rolling out of mines in Park City in 1869. The Union Pacific seized the opportunity to build a spur line to Park City in 1880, which was used to remove ore and supply coal to fuel the Park City mining operations.

The building that Zoom restaurant now occupies was once the Union Pacific railroad depot. The depot contained freight, ticket offices, passenger baggage, wait rooms, and quarters for the station master was located on the second floor. The main dining room still houses one of the scales used for weighing freight. When work was completed in October of 1886 the Park Record Newspaper applauded the results by asserting, "The building is one of the finest in Park City, the design is modern, tasteful and brilliant yellow paint adorns it on all sides."

The Depot ceased functioning as a railroad station in 1976-77. The last train ran on the Echo/Park City spur line in 1986. The rail bed remains today as the Union Pacific rail trail.

DENVER & RIO GRANDE

Surrounded by modern Park City, the Rio Grande railroad served both passenger and mining needs until 1946. This building was the baggage shed for the Denver & Rio Grande station



820 Park Ave



SILVER KING AERIAL TRAMWAY

In 1901 the Silver King Coalition Mine developed and engineered the aerial tramway. Replacing horse drawn wagons and sleds to transport ore. It was a great advancement for the mining industry.

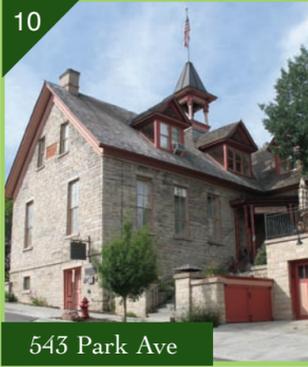
500 pounds of ore could be transported one mile to the terminal building on Park Avenue in each bucket. The tramway was used to transport ore, coal, and sometimes miners up into the mines. The tramway ceased operations in 1951 along with the closing of the Silver King Mine.



10 Marsac Ave

MARSAC SCHOOL

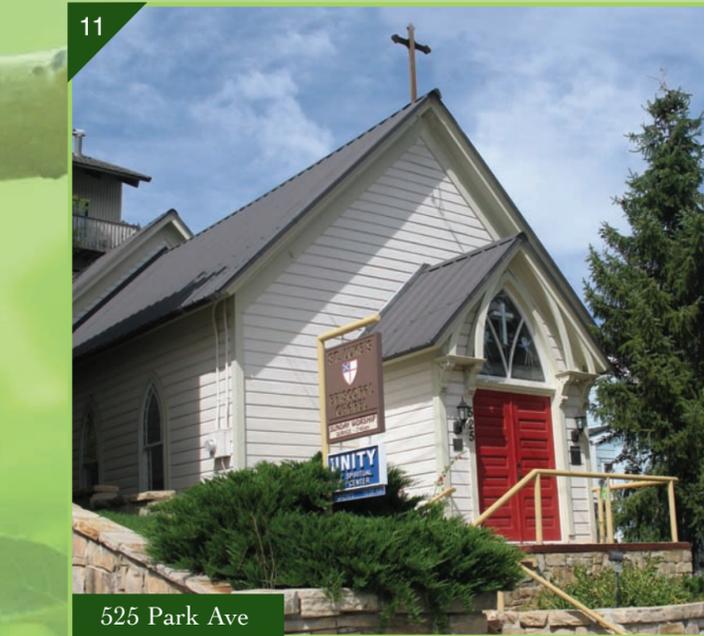
Park City, from its earliest days as a mining camp, was conscientious of the education needs of its children. A free public school was established in 1875. The Jefferson, Washington, and Lincoln Schools were public institutions built to accommodate the burgeoning student population in the early 1900s. In 1936 Park City constructed Marsac School and consolidated its various schools at Marsac. Its 24,102 square feet was designed for 317 pupils. The faculty served Park City's educational system until 1979, when enrollment exceeded available space by about 40 students. It now houses City Hall. The Jefferson school no longer exists except for its foundation.



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WASHINGTON SCHOOL INN
 The Washington School was constructed in 1889 at an estimated cost of \$13,000. The limestone used in its construction was quarried at Peoa, approximately 10 miles to the northeast. The building originally contained three rooms, each 30 by 30 feet. This was the first of three schools constructed in Park City during the late 1880s and early 1890s, and is the only one still standing. It is also one of the several remaining buildings which survived the Great Fire of June 19, 1898.

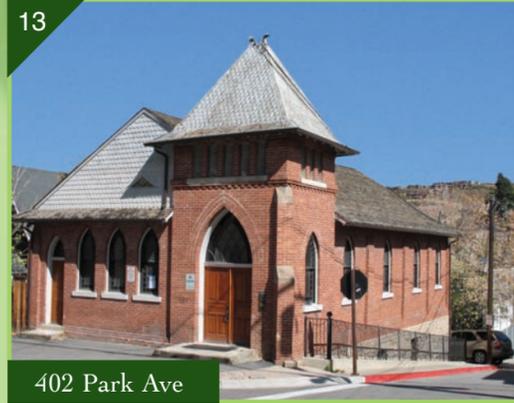
543 Park Ave

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525 Park Ave

ST LUKES



402 Park Ave

PARK CITY COMMUNITY CHURCH

Churches were particularly interesting contributors to the class structure in Park City. Besides providing a sense of exclusive community and a set of common values, Park City's churches were important challengers to the Mormon hegemony. In this one town at least, the thriving variety of churches was able to challenge the moral authority of the state's dominant church and provide an alternative. Park City built its first church, the Catholic St. Mary's of the Assumption. Park City's religious community became strikingly diverse, and included Protestants, Catholics, Jews, and Buddhists. There were more Protestants in town than Catholics, but they were divided among several groups, including Methodist, Congregationalists, Lutheran, and Episcopalian denominations. Some of the first non-Mormon church buildings in Utah were built in Park City to serve the miners.

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121 Park Ave

ST. MARY'S OF THE ASSUMPTION CATHOLIC CHURCH AND SCHOOL

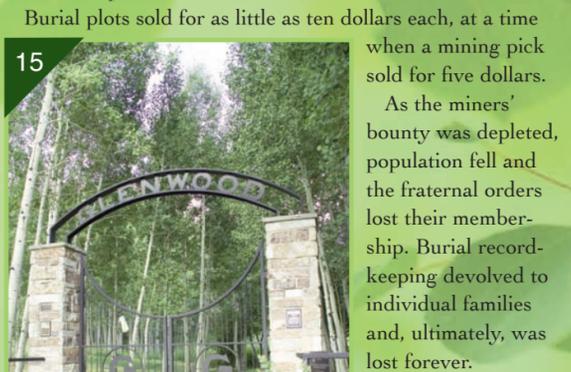


424 Park Ave

THE CHURCH

GLENWOOD CEMETERY

In 1885, responding to the desire of members of Park City's many fraternal organizations to share their final resting places with their fellow members, the city established Glenwood Cemetery, a tiny five-acre haven in a majestic stand of Aspen trees.



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Burial plots sold for as little as ten dollars each, at a time when a mining pick sold for five dollars. As the miners' bounty was depleted, population fell and the fraternal orders lost their membership. Burial record-keeping devolved to individual families and, ultimately, was lost forever. Soon the surrounding forest and the grass and weeds which accompanied it took over much of the cemetery's land, consuming many gravesites as it did. Until concerned volunteers banded together to form the Glenwood Cemetery Association, which restored and still maintains this classic relic of Park City's history, relying on the public's kind financial assistance.

Visitors are welcome at the peaceful cemetery site and are urged to be respectful and reverent toward those final resting place it is. Take Park Avenue (Hwy 224) to Empire Avenue. Turn west toward the ski lifts, then right on Silver King Drive, to the end of the road.

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Prospector Commercial District

For years the Union Pacific railroad hauled coal from the mines in Coalville to the silver mines in Park City. Now the rails have been removed and the deep deposits of coal dust have been graded and covered with a base to create Utah's first rail trail.

The Rail Trail is 30 miles long, extending from the Prospector area of Park City out to Echo Junction along a former railroad route. The Union Pacific Rail Trail State Park is open to all non-motorized traffic, but finds its greatest use among mountain bikers.



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7700 Marsac Ave

Ontario Mine (Private Property)

In 1882 the Ontario Mine had competition as other discoveries of silver occurred. Among the larger mines were the Crescent, Anchor and the Mayflower.

Mountain scenery is breathtaking on this back-country drive, which connects Heber Valley, and Brighton to Park City and the Salt Lake Valley. Open seasonally, partially unpaved.

McPolin Barn (COVER)
 Home-steaded in 1886 by the Harrison Mclean family, the 80-acre farm became a scenic jewel after Isabelle and Daniel McPolin purchased the property in 1900 and built the barn around 1920.

The Farm has been extensively refurbished by Park City Municipal Corporation and the citizens of Park City, who purchased the property in 1990 to preserve open space along Park City's entrance highway.

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