

Way We Were
David Nicholas, Researcher
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Business as usual

In preparation for this week's article, I had the pleasure of sitting down with Park City's foremost historian Gary Kimball. Much of what is included below is in part thanks to his life experience and knowledge of Park City.

In the three previous articles regarding Dick Steinheimer's visit to Park City in February 1953 we discussed how Dick's images captured a town struggling to survive. This photograph, however, conveys a sense of business as usual.

The locomotive drifting towards Dick was built by the Lima Locomotive Company in 1917. This type of engine was called a Mikado, and was a popular style of locomotive for the time. In fact today's "Heber Creeper," the historic train in Heber City, features a Mikado on their engine roster.

We can surmise from the train's location headed north that it had dropped off empty gondolas at the Judge Loading Station by the Ontario Mill, which was above Marsac. The house immediately to the left was owned by Emmett Spiro, and had tracks on either side. Emmett worked in town as a bartender at the Cozy Tavern. The collection of buildings in the background from Emmett's house included two barns and a slaughter house.

Partially blocked by the silhouette of the train engine was Utah Coal and Lumber owned by Albert Smith. This building at 201 Heber Avenue also housed, at one point, the State Liquor Store. The building immediately to the right was the Union Pacific Station, now Zoom restaurant.

The dirt road on the right was locally known as "Pacific Avenue." Just to the right of Pacific Avenue by the telephone pole is a small garage. This building housed the Kimball Brother's stagecoach, which is now on display at the Park City Museum.

The engine and crew are serving Park City, as the Union Pacific had done since 1899 and would continue to do until 1988. Yes - business as usual.

Credits: Shirley Burman, Gary Kimball, the Union Pacific Historical Society, and *Classic Trains* Fall 2011 from Klambach Publishing.

