



In 1899, the Denver & Rio Grande Western Railroad built the Heber Valley Railroad as a branch line that connected Heber City to Provo, Utah. The line operated freight and passenger service until the line's closure in 1967. The line was saved for tourist use and was reopened in 1970 when an engine and other equipment were brought up the line from Provo. The track between Provo and Vivian Park, located about halfway up the 30-mile-long line, was later removed and converted into a recreational trail. During the 1970's and 1980's the railroad operated on the remaining track between Vivian Park and Heber City as the "Heber Creeper." In the late 1980's this railroad went out of business. Citizens in the Heber area petitioned the State of Utah to create the Heber Valley Historic Railroad Authority in the early 1990's and the new HV has seen considerable growth as a non-profit organization. During the 2002 Winter Olympics, the railroad was part of the Olympic Steam Team, carrying spectators to the Soldier Hollow Olympic venue. The day prior to the Opening Ceremony of the games, three steam locomotives headed a train to transport the Olympic flame from Soldier Hollow to Heber City.

This westward view of the HV is 4 miles southwest of the end-of-track at Heber City. The Wasatch Range is in the distance, but the HV does not have to climb over the range. Instead, the railroad follows Provo Creek, a water gap through the Wasatch Range, to Provo. The cars are parked on a siding.







The switch in the foreground is at the far end of the HV siding in the previous photo. On this June day in 2015, two Sandhill Cranes ponder the 1899-vintage railroad.





The HV crosses a wetland along Provo Creek, a few steps west of the previous photo and 4 miles from Heber City.





The HV Depot at the end-of-track in Heber City.



Another view of the HV depot. The remaining photos explore some of the rolling stock on display at the Heber City Depot.





Yard sidings and HV passenger car at the Heber City Depot.



HV diesels.





An old caboose from the Utah Railway.





A Northern Pacific box car somehow made it to Heber City, with its nicely preserved "yin and yang" logo.



The Saltair Railway was incorporated on September 6, 1891, to run 10 miles from Salt Lake City to the Saltair Resort on the shores of the Great Salt Lake; the resort opened June 8, 1893, and delighted passengers arrived at the resort on the Saltair Railway (not shown separately on map). In 1918 the railroad was reorganized as the Salt Lake, Garfield & Western Railroad. The Saltair Resort closed in 1959, and the Salt Lake, Garfield & Western ceased passenger operations. Today, the SLG&W provides switching services to industries in the Salt Lake City area and provides one box car to the Heber City collection.





A UP caboose.



Steam on display at the HV end-of-track. The other end of the oil tender is attached to a snow plow (see next photo).





Snow plow at the outdoor steam display at the HV end-of-track.