



In 1880, 3 years before the Denver & Rio Grande Western Railroad completed its narrow gauge mainline through Utah in 1883, it incorporated the Sevier Valley Railway. The plan was that this branch line would deliver agricultural and other traffic from the Sanpete Valley and Sevier River Valley to the future D&RGW (1883n) mainline. In early 1891, the D&RGW completed its narrow gauge SV from Thistle, on the D&RGW (1883n) mainline, south 60 miles to Manti at the south end of the Sanpete Valley. In the same year, just months after the narrow gauge line to Manti was completed, the entire line between Thistle and Manti was converted to standard gauge; the D&RGW had converted its D&RGW (1883n) mainline the previous November. Later in 1891 the now-standard gauge SV was extended south to Salina, 85 rail miles south of Thistle. In 1896 the SV was extended south to Sevier (120 miles from Thistle) and in 1900 it was extended another 10 miles south through this location at Marysvale Canyon, where the railroad shares a narrow gorge with the Sevier River, and reached the southern terminus at Marysvale, 130 miles south of Thistle. The SV became the Marysvale Branch of the D&RGW in 1908. Passenger traffic was terminated in 1947 and the branch was abandoned after a landslide at Thistle 1983.

Southeastward view of the SV (1900) at Marysvale Canyon, one mile south of Sevier and 9 miles north of the end-of-the-line at Marysvale. At this location the Sevier River makes a bend of more than 90 degrees, which was followed by the railroad, such that this southeastward view is the direction taken by northbound trains and the town of Sevier is one mile down the line (in the direction we are looking). The alignment turns more than 90 degrees to the left before hitting the distant mountain to head northward to Sevier. The grade is now a rail-to-trail, the Candy Mountain Express Bike Trail.



Northwestward view of the SV (1900) same location as previous. As seen in the distance, the alignment turns more than 90 degrees to the left before hitting the distant mountain to head southward to Marysvale. Note the riparian growth, mostly Fremont Cottonwoods, associated with the Sevier River (located 100 feet to the right/northeast).



Northwestward view of the SV (1900) at Caboose Village, 5 miles south of Sevier and 5 miles north of the end-of-the-line at Marysville. The Sevier River is visible to the left (west) of the railroad alignment and Caboose Village is on the other side of the river. According to its webpage, Caboose Village Resort is part of the Big Rock Candy Mountain Resort, operated by a company called Track 89. Caboose Village has 12 train cars that were refurbished and turned into “incredibly appealing lodging units.” Caboose Village lodging units offer great views of the Sevier River and access to the Paiute ATV Trail and Candy Mountain Express Bike Trail.





Caboose Village, a unique motel.



Eastward view of the SV (1900) 2 miles south of Caboose Village and 3 miles north of the end-of-the-line at Marysvale. Wooden piles that once carried the SV (1900) over the Sevier River were cut at the water line during abandonment.



Closer view of the cut piles.



Southward view of the SV (1900) one mile south of the previous location.



Southward view of the SV (1900) at the end-of-the-line at Marysvale (at the corner of Center Street and Rio Grande Avenue just east of the town). Satellite imagery suggests the line may have extended another 1,500 feet south. I could find no evidence of a station, a turning wye, or any railroad features other than the grade seen here, now a dirt road.