



In 1871, the Summit County Railroad Company built a narrow gauge railway 5 miles southward from the UP mainline at Echo up the Weber River to coal mines around Coalville (not shown separately on the map). In 1880, the Utah Eastern Railroad added 23 miles to the narrow-gauge line, building southward from Coalville along the Weber River to silver mines at Park City. At the same time, the UP constructed the Echo-Park City Railway, a standard-gauge line, alongside and just west of the narrow gauge line. The narrow-gauge lines were subsequently abandoned and, in 1989, UP abandoned the 28-mile E-PC line.

This bike trail is the Historic Union Pacific Rail Trail built on the 1880 E-PC grade. In this southward view, the paved grade bends westward (right) under U.S. Highway 40 and continues 2 miles to the end-of-the-line at Park City. Not discernable in this shot is an abandoned branch line to left, which continues 5 miles southward to a mine. The UE narrow gauge grade went through this area, but I couldn't find any evidence of it.





The popular Historic Union Pacific Rail Trail built on the 1880 E-PC grade where it approaches Park City.



This parking lot behind commercial buildings in Park City is more interesting than it appears; it is the wye for turning E-PC engines at the end-of-the-line at Park City. The curved cracks in the asphalt are a patch over the original curved track of the wye, in this view facing away from the end of the mainline behind the observer. The other branch of the wye runs along the far side of the asphalt area, which is similarly curved.





The abandoned E-PC branch line that extends 5 miles southward to a mine. This location is one mile from the E-PC rail trail.