



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

November 16, 2023

Chris Merritt, SHPO
 Utah Department of Cultural & Community Engagement
 3760 South Highland Drive
 Millcreek, UT 84106

Re: Cultural Resources Inventory in Support of the Proposed Savage Tooele Rail
 Line Project, Tooele County, Utah

Mr. Merritt,

The Surface Transportation Board's (Board's) Office of Environmental Analysis (OEA) is pleased to submit this Cultural Resources Survey Report (Report) in support of the Board's historic review of a new rail line proposed by Savage Tooele Railroad (STR). STR has filed for Board authority to reinstitute common carrier freight rail service over an approximately six-mile segment of a former branch line, the former "Warner Branch" segment, and to construct approximately five miles of new rail line within the Lakeview Business Park (LBP), currently under development in Grantsville, Utah. The federal action is the Board's decision to authorize with appropriate conditions, or deny, construction and operation of the proposed rail line.

As part of the Board's review process, OEA is preparing an Environmental Assessment that assesses the potential environmental and historic impacts of the proposed rail line. OEA is evaluating the potential impacts to historic properties, in accordance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), the Section 106 implementing regulations (36 C.F.R. Part 800), and the Board's environmental regulations (49 C.F.R. Part 1105).

Consistent with past practice and the Board's regulations at 49 C.F.R. § 1105.8(b)(1), OEA focused the Section 106 review on the Area of Potential Effects (APE). OEA has defined the APE for the proposed rail line, in coordination with your office, as the entirety of the design footprint, known as the below-ground APE, which includes access roads, the 11-mile existing and required Right-of-Way (ROW) corridor, and all easements (temporary and permanent). The APE also includes a 250-foot radial buffer, known as the above-ground APE, to account for any potential atmospheric impacts (i.e., setting, visual, noise, etc.) to historic properties.

On behalf of OEA, Metcalf Archaeological Consultants, Inc. (Metcalf), OEA's third-party contractor, conducted background research, field survey, and documentation of four historic resources within the APE. The Warner Branch of the Western Pacific Railroad (42TO505), currently abandoned, crosses through the APE, and was previously determined eligible for listing on the

National Register of Historic Places (NRHP). The Warner Branch retains integrity, and documentation of this resource has been updated. In addition, two historic residential properties (STRR01 and STRR03) were documented in Marshall, Utah. OEA has determined that STRR01 is eligible for listing on the NRHP under Criterion C, and STRR03 is not eligible because it does not meet any of the NRHP criteria. Finally, the Lincoln Highway (42TO1077) documentation was also updated within the APE, and OEA has determined that the portion of the Lincoln Highway within the APE is non-contributing to the overall eligibility of the resource due to its lack of integrity.

Based on the findings in the attached Report, OEA has determined that the proposed rail line would have no adverse effect on any historic property located within the APE. If you have any questions about the Report, or require additional information, please do not hesitate to contact Alan Tabachnick, the Board's Federal Preservation Officer, at alan.tabachnick@stb.gov or 202-245-0367.

Sincerely,

Danielle Gosselin
Director
Office of Environmental Analysis
Surface Transportation Board

Attachments:

- Cultural Resources Inventory Report: Savage Tooele Rail Line Project, Tooele County, UT

Cc: Chris Hansen, Section 106 and 404 Compliance, Utah SHPO
Terry Miner, Era City Council
Brent D. Hunt, Settlement Canyon Chapter, Sons of Utah Pioneers
Albert Bottema, Settlement Canyon Chapter, Sons of Utah Pioneers
Glen Stevens, Settlement Canyon Chapter, Sons of Utah Pioneers

COVER PAGE

**Must Accompany All Project Reports
Submitted to the Utah SHPO**



UDSH Project Number: U23MM0119

Report Title: SAVAGE TOOEELE RAILWAY: A CULTURAL RESOURCES INVENTORY FOR A PROPOSED RAIL LINE PROJECT, TOOEELE COUNTY, UTAH

Report Date: 11/16/2023

Org. Project Number: UT.2022.16

County(ies): Tooele

Report Author(s): Aaron Whittenburg; Rebekah Schields; Ronald J. Rood

Principal Investigator: Ronald J. Rood; Kimberly Kintz

Record Search Date(s): 3/23/2023

Field Supervisor(s): Aaron Whittenburg

Intensive Acres Surveyed (<15m intervals): 115.2

Recon/Intuitive Acres Surveyed (<15m intervals): 40.1

USGS 7.5' Series Map Reference(s): Grantsville 1955, Tooele 1968, Burmester 1972

Sites Reported	Count	Smithsonian Trinomials
Revisits (no updated site forms)	-	
Updates (updated site forms provided)	2	42TO505, 42TO1077
New recordings (site forms provided)	-	
Total Count of Archaeological Sites in APE	2	42TO505, 42TO1077
Historic Structures (structures forms provided)	2	STRR01, STRR02
Total National Register Eligible Sites	2	42TO505, STRR01

*Please list all site numbers per category. Number strings are acceptable (e.g. "42TO1-13; 42TO15"). Cells should expand to accommodate extensive lists.

Checklist of Required Items for Submittal to SHPO

- ☒ "Born Digital" Report in a PDF/A format
 - ☒ SHPO Cover Sheet
 - ☒ File Name is the UDSH Project Number with no hyphens or landowner suffixes
- ☒ "Born Digital" Site forms in PDF/A format
 - ☒ UASF with embedded maps and photos
 - ☒ File name is Smithsonian Trinomial without leading zeros (e.g. 42TO13 not 42TO00013)
 - ☒ Photo requirements (including size and quality)
- ☒ Archaeological Site Tabular Data
 - ☒ Single spreadsheet for each project
 - ☒ Follows UTSHPD template (info here: <https://goo.gl/7SLMqi>)
- ☒ GIS data
 - ☒ Zipped polygon shapefile or geodatabase of survey (if different from APE) or other activity area with required field names and variable intensity denoted
 - ☒ Zipped polygon shapefile or geodatabase of site boundaries with a the required field name

SAVAGE TOOEELE RAILWAY: A CULTURAL RESOURCES INVENTORY FOR A PROPOSED RAIL LINE PROJECT, TOOEELE COUNTY, UTAH

By:
Aaron Whittenburg
Rebekah Schields
Ronald J. Rood

Prepared for:
VHB
&
Surface Transportation Board

Under permit:
PLPCO #125

U23MM0119
Metcalf Project No. UT.2022.016

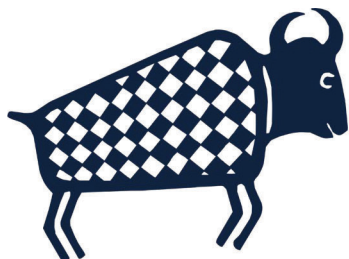
Metcalf Archaeological Consultants, Inc.

November 2023

This Document has Public Disclosure Restrictions

This report contains archaeological resource information that is protected the National Historic Preservation Act of 1966 as amended (16 U.S.C et. Seq.).

Information in this report regarding the location and character of archaeological resources is exempt from disclosure under the Freedom of Information Act and must be redacted prior to public release of the document (5 U.S.C 552 (b)(3); 43 CFR 7.18; 36 CFR 800.11 (c)).



Metcalf
ARCHAEOLOGICAL CONSULTANTS



ABSTRACT

At the request of Vanasse Hangen Brustlin, Inc. (VHB), Metcalf Archaeological Consultants, Inc. (Metcalf) completed a cultural resources inventory for the Area of Potential Effects (APE) for the proposed Savage Tooele Railway project in Tooele County, Utah. The APE is located along an existing, abandoned railroad line and along an area proposed for new rail construction from Burmester to a new facility south of Marshall in Tooele County, Utah. The existing but abandoned segment of railroad comprising much of the below-ground portion of the APE is the historic Warner Branch of the Western Pacific Railroad (42TO505) which has previously been determined *eligible* for inclusion on the National Register of Historic Places (NRHP); documentation of the resource has been updated for this project. In addition, two historic residential properties were documented within the above-ground portion of the APE in Marshall, Utah. One of these (STRR01) is recommended as *eligible* and the other (STRR03) is recommended *not eligible* for inclusion on the NRHP. The Lincoln Highway (42TO1077) documentation was also updated within the project corridor and is recommended as non-contributing to the overall eligibility of the resource. The lead federal agency for this project is the Surface Transportation Board (STB), Office of Environmental Analysis (OEA). Permits to complete the inventory were issued by the Union Pacific Railroad and the Utah Department of Transportation as the alignment crosses UDOT right-of-way. This project was also completed under the Utah Public Lands Policy Coordinating Office (PLPCO) Permit No. 125. Metcalf recommends a finding of *no adverse effect* for the undertaking as currently proposed.



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INTRODUCTION

At the request of Vanasse Hangen Brustlin, Inc. (VHB), Metcalf Archaeological Consultants, Inc. (Metcalf) completed a cultural resources inventory for both the below-ground and above-ground Area of Potential Effects (APE) for the approximately 11-mile long Savage Tooele Railway from Burmester to a new facility south of Marshall in Tooele County, Utah (Figure 1, Figure 2, Figure 3). The Savage Tooele Railroad Company (STR) is seeking authority from the Surface Transportation Board (STB) to construct and operate a new rail line which would in part encompass the reactivation of common carrier rail service over a segment of previously abandoned rail line. The previously abandoned rail line is a segment of the historic Warner Branch of the Western Pacific Railroad (42TO505). The proposed reactivation would include rebuilding and repairing the existing railroad grade where needed, laying new track, and constructing at-grade highway crossings along the six-mile segment. The remaining five-mile southern “loop” segment would construct a new railroad line into the Lakeview Business Park in Grantsville, Utah. The Lakeview Business Park is currently under development.

As part of its licensing process, STB is conducting an environmental review under the National Environmental Policy Act (NEPA). Pursuant to NEPA and STB’s environmental rules 49 C.F.R. Part 1105, STB’s Office of Environmental Analysis (OEA) is preparing an environmental document that evaluates potential environmental impacts of the proposed rail construction and rehabilitation project. The investigations reported here are required because under NEPA the proposed project requires compliance with Section 106 of the National Historic Preservation Act (NHPA) and 9-8-404 of the State of Utah Code. As defined by STB in coordination with the Utah State Preservation Office, the project APE consists of a “below-ground APE” for archaeological resources and an “above-ground APE” for historic structures/resources. The below-ground APE consists of the entirety of the design footprint, which includes access roads, the existing and required Right-of-Way (ROW) along the 11-mile corridor, and all easements (temporary and permanent) needed for project implementation. The above-ground APE includes all portions of the design footprint (as described above) and those surrounding areas extending out to a 250 feet radius. The below-ground APE and the above-ground APE are collectively referred to as the APE throughout this report.

The existing ROW is approximately 60 feet wide throughout the APE, although narrows to 40 feet in some stretches between mile post 1.70 and mile post 6.38 (Figure 4). The required additional ROW for the approximate seven-mile segment of the former Warner Branch rail line varies from 60 to 130 feet in total width. The required additional ROW for the remaining approximate five-mile segment of proposed track construction with the Lakeview Business Park varies between 25 and 250 feet in total width.

Within the APE, the project proponent proposes to reactivate carrier rail service on the approximate six-mile segment of the former “Warner Branch” segment of the Western Pacific Railroad branch line (42TO505) which has been determined *eligible* for inclusion on the NRHP. Also, within the Project Area, two historic residences were documented in Marshall, Utah. One of these (STRR01) is recommended as *eligible* and the other (STRR03) is recommended *not eligible* for inclusion on the NRHP. The Lincoln Highway (42TO1077) documentation was also updated within the APE and is recommended as non-contributing to the overall eligibility of the resource.



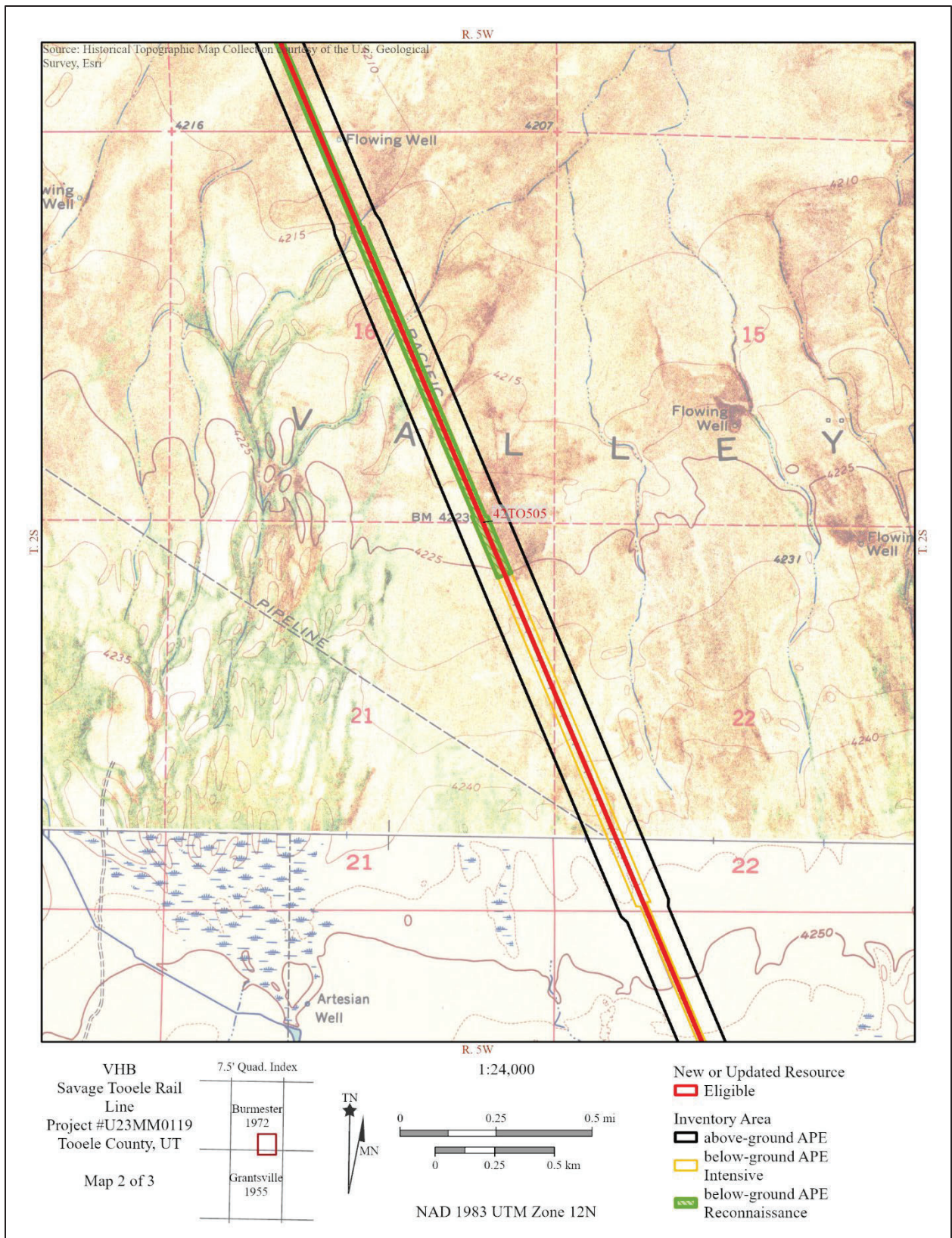


Figure 2. APE location map, Map 2.



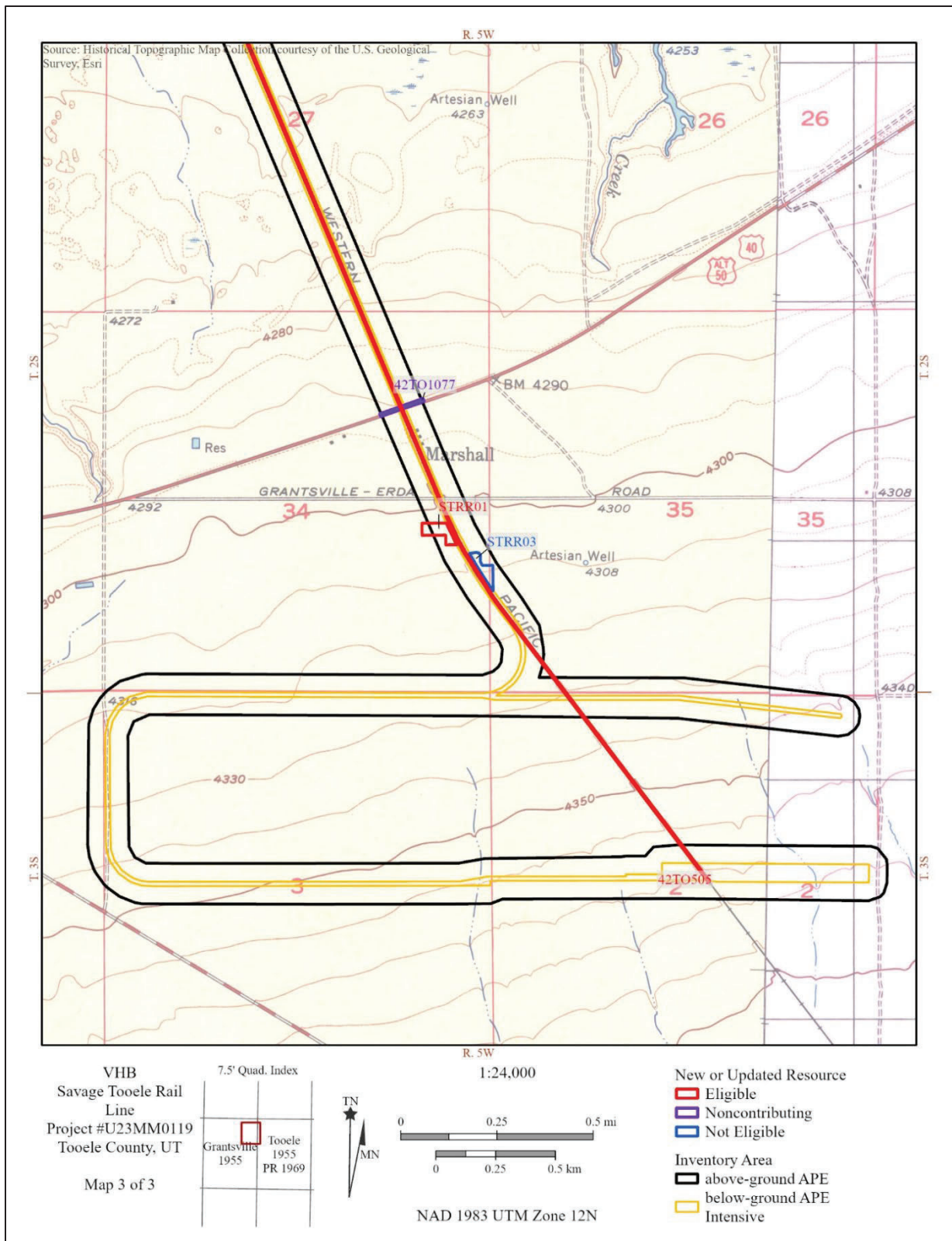


Figure 3. APE location map, Map 3.



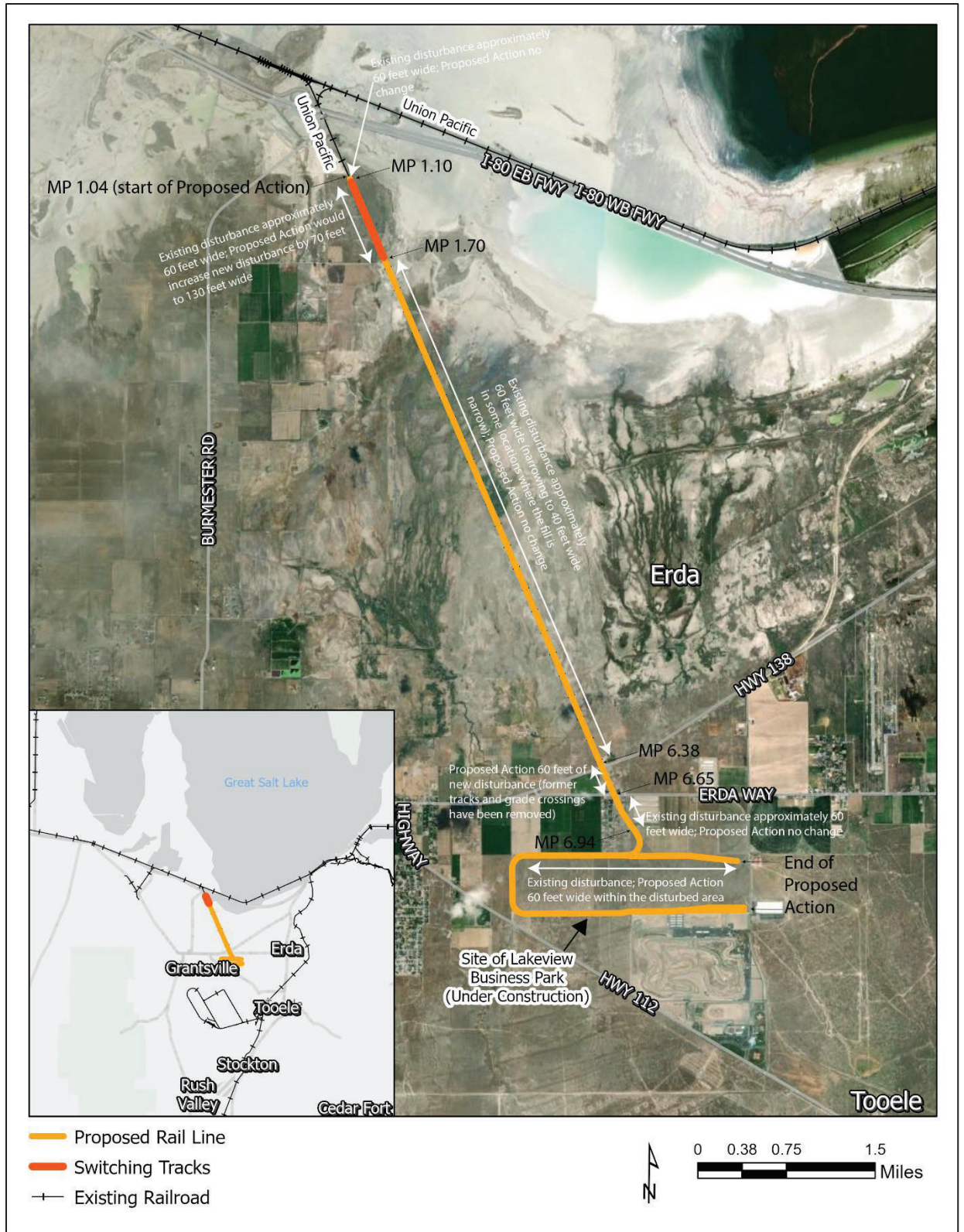


Figure 4. Annotated map of existing and proposed ROW, provided by VHB February 15, 2023.



The below ground APE totals 155.3 acres; 115.2 acres was intensively inventoried and the remaining 40.1 acres was inventoried at a reconnaissance level as the area around the elevated extant railroad grade was inundated. Table 1 describes the project legal location and acres inventoried for the project.

Table 1. Project area locations (T, R, S).

Project Name	Township	Range	Section(s)	Acres Inventoried
VHB Savage Tooele Railway	2 South	5 West	4, 5, 8, 9, 15, 21, 22, 27, 34, 35	111.2
	3 South	5 West	2, 3	44.1
TOTAL				155.3

Permits to complete the inventory were issued by the Union Pacific Railroad and the Utah Department of Transportation (UDOT) as the alignment crosses UDOT right-of-way. This project was completed under PLPCO Permit No. 125.

ENVIRONMENTAL SETTING

The project area is located immediately south of the Great Salt Lake at the northern edge of the Tooele Valley (Figure 5, Figure 6). The Tooele Valley is a typical basin-and-range valley of the Great Basin physiographic region and is bound on the east by the Oquirrh Mountains and on the west by the Stansbury Mountains. Specifically, the railway extends northwest - southeast between Burmester and Tooele on level ground. There are no distinguishing landforms or defining characteristics on the landscape.

Within the APE, no discernible drainage pattern is present but rather is defined by a series of small, enclosed low-lying areas which are seasonally flooded. The area in general drains to the north-northwest towards the Great Salt Lake. The nearest named drainages are Fishing Creek located to the west, which drains into a marsh, and Sixmile creek on the east, which also drains northward toward the Great Salt Lake.

Vegetation is variable across the APE. Immediately along the railway in the disturbed areas, greasewood, rabbit brush, and crested wheatgrass have overgrown portions of the railway. In a mile-long section near the middle of the APE, the line passes through an area of dense Russian Olive trees and dense grasses. Crested wheatgrass is the primary vegetation type in the southern portion of the APE. Outside of the railroad disturbance, agricultural fields are common. Ground surface visibility varies throughout the area, ranging from near zero to roughly 50%.

The APE crosses a broad alluvial plain of well sorted light tan-grey fine clay sandy loam. The surface sediments have been reworked by aeolian and alluvial processes as well as modern disturbances related to the construction and use of the railroad and agricultural activities. The raised railroad grade is composed of imported railroad ballast. Bedrock geology is classified as Quaternary-aged Lake Bonneville deposits, which are characterized by lacustrine deposits of unconsolidated fine-detrital clay and coarse-detrital gravel, sand, and marl (Hintze 1980). There is low potential for



buried intact cultural deposits within the below-ground APE due to the high degree of previous disturbance and general topographic and depositional environment.

Five soil series are found in the APE (NRCS 2023). Descriptions are from north to south. Three soil series encompass portions of the northern section of the APE. First is the Skumpah silt-loam, saline, 0 to 2 percent slopes soil series is found in the northern portion of the project and is defined by silt loam, clay loam, and silty clay loam mixed alluvium and/or lacustrine deposits found on lake terraces. Second is the Taylorsflat loam, saline, 0 to 3 percent slopes soil series, characterized by loam mixed alluvium and/or lacustrine deposits found on fan remnants and lake terraces. Third is the Saltair-Playas complex, 0 to 1 percent slope soil series is characterized by silt loam to silty clay loam lacustrine deposits derived from mixed sources found on lake terraces and playas. The middle portion of the APE is covered by the Kanosh-Saltair-Logan complex, 0 to 2 percent slopes soil series, which is characterized by loam, fine sandy loam, and silt loam mixed alluvium and lacustrine deposits found on lake terraces, lake plains, and flood plains. The southern portion of the project is covered by the Manassa silt loam, 0 to 3 percent slopes soil series, which is characterized by silt loam to silty clay loam alluvium derived from limestone and sandstone and/or lacustrine deposits derived from limestone and sandstone found on fan remnants and lake terraces.



Figure 5. Project overview looking east across the northern end of the Tooele Valley to the Oquirrh Mountains.





Figure 6. Overview of APE and existing railway, looking south from the northern end.

Current land use in the project is primarily agricultural with cattle and sheep grazing being the dominant activity. Hay and alfalfa are grown in adjacent fields. Scattered farms and one residential area (Marshall) surround and are within the APE. Immediately south, and outside, of the APE a large outdoor motorsports complex that includes ATV tracks, motocross, and automobile racetracks.

FILES AND PRE-FIELD RESEARCH

Prior to fieldwork, Metcalf performed a files search using the Utah Division of State History SEGO online database of the APE plus a Geographic Information System (GIS) search completed by State Historic Preservation Office (SHPO) staff. While UT SHPO only requires a ½-mile files search buffer, a 2-mile buffer was requested by OEA for the file search parameters for planning purposes; results for a 1-mile buffer search are summarized here. The file search was completed on March 23, 2023, and the SEGO database was examined on May 2, 2023. Previously completed projects within 1-mile of the APE include 14 inventories for pipelines, new highways, road improvements and other small linear projects (Table 2). Four of these projects cross APE but no areas were eliminated from the current project due to previous inventory coverage. Previously recorded cultural resources within 1-mile of the APE only include segments of the Warner Branch of the Western Pacific Railroad (42TO505). As noted previously, 42TO505 is within the APE and will be reinstituted/rehabilitated as part of the current project. Additionally, historic General Land Office (GLO) plats and historic maps covering the APE were inspected for historic cultural resources (Table 3). Historic map reviews depict possible early trails on the GLO (General Land Office) maps, but none were observed in the field. One possible early unnamed road was noted on the 1856 GLO plat map but it falls in the modern motorsports complex and is no longer extant. Historic maps depict the Lincoln Highway, the highway to Grantsville, and the Warner Branch of the Western Pacific Railroad (see Appendix A).



Table 2. Previously completed projects within 1-mile mile of the APE.

Project No.	Project Name / Type (if provided by SEGO)	Within Current APE
U11EX0467		Yes
U11SQ1012		No
U14EZ0535		No
U88PD0538	Tooele to Grantsville Survey	No
U00ST0742		No
U04BS0656	Mills Junction to SR-138/ SR-112 Fiber Optic Along SR-138	Yes
U08EO1231	Mona To Oquirrh Transmission Line	Yes
U07LI1107	Tooele Mid-Valley Survey	Yes
U06SQ1530	NSL To Las Vegas 400 Mile Pipeline UNEV	No
U07LI1107	Tooele Mid-Valley Survey	No
U99ME0337	Tooele Army Depot Buffer Areas	No
U17KP0403		No
U17HY0234		No
U22HX0495	An Archaeological Survey of the Midvalley Highway Extension	No

Table 3. Summary of historic map research.

Township/Range	Map Date/Name/Type	Findings
2 South 5 West	1856 GLO	East-west trail across southern part of Section 27. North-south trail noted in Section 22.
3 South 5 West	1856 GLO	Possible road in SW ¼ Section 2. No longer extant; possibly destroyed by construction of the Motorsports Park
	1955 Grantsville, Utah 1:24000	Grantsville to Erda Road Shown / Modern West Erda Way
	1885 Tooele Valley 1:250000	Road alignment close to the current alignment of Highway 138 to Grantsville is shown.
	1955 Tooele Utah 1:24000	Western Pacific Railroad shown. Marshall townsite shown. Highway ALT 50 and shown as Highway 40 to Grantsville is depicted. This is the Lincoln Highway.
	1955 Burmester, Utah 1:24000	Western Pacific Railroad

STATEMENT OF OBJECTIVES AND RESEARCH DESIGN

Following state and federal policies and regulations implementing the NHPA as amended, the APE was inventoried to identify any cultural resources within the APE. Any discovered cultural resources were to be evaluated for eligibility to the NRHP under the Criteria for Eligibility (36 CFR 60.4). NRHP eligibility is evaluated in terms of the integrity of the resource in relation to four specific criteria: (A) are associated with events that have made a significant contribution to the broad patterns of our history; or (B) are associated with the lives of persons significant in our past; or (C) embody the distinctive characteristics of a type, period, or method of construction, or that represent



the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or **(D)** have yielded, or may be likely to yield information important in prehistory or history.

Historic resources may be significant under any of the evaluative criteria. Precontact resources are most often evaluated under Criterion D, for their potential to yield information important to the study of the precontact era. Information from a potentially significant precontact site often stems from data recovered from intact surface components and subsurface cultural deposits or discrete activity areas that can be securely associated with a temporal period or named cultural group. The potential for intact deposits or cultural/temporal associations may be inferred from surface evidence of cultural features or undisturbed deposits, and the presence of temporally or culturally diagnostic artifacts.

FIELD METHODS

This survey was completed under the guidelines and reporting standards issued by the UT SHPO and under the conditions of PLPCO Permit No. 125. The fieldwork was completed by Aaron Whittenburg and Gunnar Bennett on May 16–17, 2023. Standard 15-meter transects were surveyed within the entirety of the below-ground APE. Portions of the survey corridor adjacent to the raised railroad grade, between miles 0.75 and 3.15, were inundated with water and were not surveyed at an intensive level but rather subject to reconnaissance inspection (see Figures 1 and 2). The likelihood of cultural resources in those areas is minimal due to the topographic, environmental, and geologic setting. Additionally, no new features were noted along the visible elevated railroad grade through those areas subject to reconnaissance-level inspection. In-field navigation of the inventory area was via GIS data on a handheld Trimble R1 with real time sub-meter correction.

Upon discovery of cultural resources, the surrounding area was intensively examined to determine the nature and extent of the resource, define a boundary, and determine whether the resource should be considered a site or isolated find. For this project, Metcalf followed Utah SHPO compliance guidance (which defers to Bureau of Land Management [BLM] standards and procedures) to define sites and isolates. All sites were evaluated under provisions of the NRHP.

Sites are defined as:

- At least ten artifacts within a 10-meter area except when all artifacts originate from a single source, and/or;
- At least 15 artifacts including at least two classes of artifacts, and/or;
- One or more archaeological features in association with artifacts, and/or;
- Two or more associated archaeological features.

Isolates are defined as:

- Resources which do not meet site criteria. These resources are minimally recorded in tabular format but are not evaluated as cultural properties or formally recorded unless they are diagnostic.



Additionally, the Utah Professional Archaeological Council (UPAC) guidelines for historic linear resources (UPAC 2008) were utilized for recording and assessing linear resources.

RESULTS

Cultural resources recorded and evaluated for this project include the Warner Branch of the Western Pacific Railroad (42TO505), a non-contributing segment of the Lincoln Highway (42TO1077), and two residential buildings within the Marshall subdivision (STRR01 and STRR03) (Table 5). Following UPAC Guidelines for linear sites, the Grantsville to Erda Road was not recorded as a site as the original roadway has been obliterated and is now consumed by West Erda Way.

Table 4. Documented cultural resources for the Proposed Savage Tooele Railway, NRHP evaluation, effects, and recommendations.

Site No.	Site Type / Name	NRHP Eligibility	In Below Ground APE	In Above Ground APE	Assessment of Effects Recommendation	Recommendations
HISTORIC BUILDINGS						
STRR01	Historic House: 3932 Marshall Road, Grantsville, Utah	Eligible	No	Yes	No Adverse Effect	No Further Work
STRR03	Historic House: 3879 Railroad Circle, Erda, Utah	Not Eligible	No	Yes	Not Applicable	No Further Work
HISTORIC LINEAR RESOURCES						
42TO505	Warner Branch of the Western Pacific Railroad	Eligible	Yes	Yes	No Adverse Effect	No Further Work
42TO1077	Lincoln Highway	Eligible (non-contributing segment)	Yes	Yes	No Adverse Effect	No Further Work

Two houses within the residential area of Marshall were found to be older than 50 years and were documented in the APE. A third house was also identified as being historic, but it had been razed and rebuilt sometime after 2007 based on historic records and Google Earth imagery.

STRR01: 3932 Marshall Road, Grantsville, Utah

This property is a single-family residence, constructed in 1961, with two outbuildings (Figure 6). The residence is circular in plan with a concrete foundation. The exterior is clad mostly in stucco, and an inset portion that supports the main entrance is clad in stone cobbles. The roof is flat and clad in metal; a central dormer has a shed-style roof clad in metal. The primary entrance faces northwest and is inset



under the circular roof. The inset portion serves as a carport and supports two entrances and two windows of an unknown type. A central, square, metal post connects to a horizontal I-beam that supports the roof. A one-over-one lite window of an unknown material is visible to the north of the entrance. The rear of the residence has a wide stone-clad chimney that extends through the flat roof, southeast of the dormer. South of the chimney are two, six-by-six lite sliding vinyl windows. North of the chimney is a twelve-lite fixed window; a pair of French doors, each with ten inset lites; and a bank of six-by-six lite sliding and twelve-lite fixed windows.



Figure 7. View south of structure at 3932 Marshall Road, Grantsville, Utah

The windows have likely been replaced since the original construction. Historic aerial imagery indicates there have been no major additions or alterations to the exterior. The building has been used as a single-family residence since its construction in 1961.

Two outbuildings are located in the backyard; not all elevations were visible from the public right-of-way. One outbuilding has a gable roof clad in asphalt and a one-by-one lite sliding window on its north elevation. The other outbuilding has a shed style roof clad in metal with no visible fenestration. Both outbuildings are clad in stucco.

Property History: According to Blanthorn (1998:108), the name “Marshall” was in use during the 1930’s as a location where there were living quarters available for a railroad track crew and a “tipple” for crews to transfer sugar beets to railroad cars. Blanthorn (1998) provides no information concerning the namesake for Marshall and no information on Marshall was located in the Utah Division of State History digital collections. The landowner, referred to as “S. C.” in the archives (note - full name not provided), subdivided the parcel for houses for what eventually became known as the Marshall Rosenheim subdivision. He erroneously sold the entire subdivision for taxes in the early twentieth century. The Tooele Transcript Bulletin (April 25, 1924) notes that his land was then sold at public



auction in 1924. The property was acquired by Thomas Gunderson in September 1961 and immediately subdivided. The records at the Tooele County recorder's office are unclear but they suggest the subdivision was not a planned development but rather lots were sold piecemeal after 1961 and houses were built by individuals. Houses in the subdivision are of various styles, further suggesting the subdivision was not a planned development and home construction continues in the Marshall subdivision today. The current owner of the residential site is Priscilla Pinkham.

National Register Recommendation

This historic residential property retains integrity of location. Integrity of setting has been diminished by additional and more recent residential development in the surrounding area. Historic aerial imagery indicates that when the residential building was constructed in the 1960s, only a few houses were located along Marshall Road; by 2010, many of the surrounding lots had been developed. The property retains integrity of design and workmanship. Integrity of materials has been diminished by the addition of modern vinyl windows, but other original materials remain intact, including the stone cobble-clad entryway. The property retains integrity of feeling and association. The property retains sufficient integrity to convey its historic associations.

The property has been evaluated for eligibility against the NRHP Criteria. It is found to lack association with events that have made a significant contribution to the broad patterns of history under Criterion A. Historic research found no association with historically significant persons under Criterion B. Under Criterion C, the property is representative of the Contemporary style and exhibits unusual architectural details, including its circular plan and stone cobble-clad entryway and chimney. It is at least 50 years old, retains sufficient historic integrity, and has the potential for significance under Criterion C of the NRHP. The property is unlikely to yield important information in reference to research questions under Criterion D. As such, the property is recommended *eligible* for the NRHP under Criterion C.

Assessment of Effects

A finding of *no adverse effect* is anticipated for STRR01 (3932 Marshall Road). In the vicinity of the resource, project implementation would consist of rehabilitating abandoned rail line through the replacement and/or installation of rail, rail ties, ballast, and grade reinforcement where necessary. In the vicinity of the resource, all proposed work is anticipated to remain within the existing ROW for the railroad, with no required or additional ROW needed. As the rehabilitation of the rail line in this area would be confined to the existing ROW, physical destruction of, or damage to, all or part of the historic property would not occur. In addition, implementation of the project would not result in a change in the character of the residential property's use, and STRR01 (3934 Marshall Road) is anticipated to continue being a residential property.

Project implementation would result in a change in character of the residential property's current setting, feeling, and association, but the effect would not be adverse. The residential property was constructed in 1961, at a time when the rail line was in full operation, running adjacent to the property. The property was in continued use through the rail line's abandonment in 1979 to the present day. Rehabilitation of the rail line would restart train operations along the historic rail route, and as a result, restore aspects of the original property's setting, feeling, and association with the adjacent historic rail route. As a result, effects resulting from reinstating the rail line would not be considered adverse. As such, Metcalf recommends the project will have *no adverse effect* on the resource.



STRR03 3879 Railroad Circle, Erda, Utah

This residential property consists of a Ranch-style residence constructed in 1971. The building is L-shape in plan, due to a two-car garage at the south end of the residence (Figure 7). The building rests on a concrete foundation and is clad in a mixture of brick, horizontal vinyl siding, vertical wood siding, stone cobbles, and concrete block. The roof is cross-gabled and clad in asphalt shingles. Two additions to the rear (southwest elevation) have shed-style roofs. A stone-clad chimney extends above the roof near the primary entrance. The facade faces northeast and supports a wood deck with a simple wood railing that wraps around to the northwest elevation. The primary entrance is centered in the elevation and is composed of a pair of modern doors flanked by sidelites. To the north is a canted bay window. A two-car garage with an overhead door is at the south end of the elevation.

The northwest elevation has a sliding patio door and an additional personnel entrance. The southwest elevation has two, one-by-one lite windows of an unknown type at the north end; a window box, supported from below by triangular wood brackets, and five window openings with no glass. The center portion of the elevation was under construction at the time of survey.



Figure 8. View south of structure at 3879 Railroad Circle, Erda, Utah.

Historic aerial imagery indicates an addition was added to the rear (southwest elevation) between 1978-1985. Another addition to the north end of the southwest elevation was added between 1985-1997. It is likely the residence has updated the exterior cladding, windows, and roof cladding since its original construction in 1971.

Property History: According to Blanthorn (1998:108), the name “Marshall” was in use during the 1930’s as a location where there were living quarters available for a railroad track crew and a “tipple” for crews to transfer sugar beets to railroad cars. Blanthorn (1998) provides no information concerning the namesake for Marshall and no information on Marshall was located in the Utah Division of State History digital collections. The landowner, referred to as “S. C.” in the archives (note - full name not



provided) subdivided the parcel for houses for what eventually became known as the Marshall Rosenheim subdivision. He erroneously sold the entire subdivision for taxes in the early twentieth century. The Tooele Transcript Bulletin (April 25, 1924) notes that his land was then sold at public auction in 1924. The property was acquired by Thomas Gunderson in September 1961 and immediately subdivided. The records at the Tooele County recorder's office are unclear but they suggest the subdivision was not a planned development but rather lots were sold piecemeal after 1961 and houses were built by individuals. Houses in the subdivision are of various styles, further suggesting the subdivision was not a planned development and home construction continues in the Marshall subdivision today. The current owner is Matthew R. Thompson.

National Register Recommendation

The property retains integrity of location. Integrity of setting has been slightly impacted by additional residential development in the surrounding area. Historic aerial imagery indicates that when the property was built in the 1970s, only a few houses were located along Railroad Circle; by 2010, many of the surrounding lots had been filled. Integrity of design, materials, and workmanship have been impacted by significant additions to the rear (southwest) elevation, addition of modern vinyl windows, replacement of original cladding with modern vinyl siding, and changes to the primary entrance. Integrity of association and feeling are retained. The property retains sufficient integrity to convey its historic associations.

This property has been evaluated for eligibility against the NRHP Criteria. It is found to lack association with events that have made significant contributions to the broad patterns of history under Criterion A. Historic research found no association with historically significant persons under Criterion B. Although the property is identifiable as a Ranch-style residence, this architectural style is ubiquitous throughout the area and there have been substantial changes to the original design and materials; therefore, it is not eligible under Criterion C. The property is unlikely to yield important information in reference to research questions under Criterion D. As such, the property is recommended *not eligible* for inclusion on the NRHP. No further work is recommended.

42TO505 – Warner Branch of the Western Pacific Railroad

The Warner Branch of the Western Pacific Railroad is a 15.5-mile-long single-track branch extending from the mainline at Burmester south to about one-mile west of Tooele (see Figure 4). Construction on this branch was completed in 1917 and was in use until the late twentieth century. The branch served the Tooele Valley and the Tooele Army Depot after 1942 (Blanthorn 1998). This site has been recorded in several segments over the past 30 years. It was originally recorded in 1988 by P-III Associates (P-III) (Barlow and Tipps 1988; Alexandrowicz 1988). P-III originally identified the site as the Utah Nevada Railroad. Baseline Archaeological Services Ltd. encountered the site in 2004 and discovered that P-III had misidentified the site and research indicated the railroad was the Western Pacific Railroad Warner Branch (Nielson 2004). The site was updated by SWCA in 2000 (Robinson 2006), and by Sagebrush in 2008 (Pagano et al. 2008). EPG updated the site in 2008 for the Mona to Oquirrh Power Line Project (Wilson 2009) and Cardno ENTRIX archaeologists revisited and rerecorded a portion of the site during inventory for Questar FL 38 pipeline (Reale and Collister 2011). In 2022, a portion of the site was documented by Woods (2022) for the Midvalley Highway Extension. It is important to note that the only previously recorded segments of 42TO505 within the APE are the segments recorded by Reale and Collister (2011) near Marshall and the



segment recorded by Wilson (2009) which is near the northern end of the APE. The other recorded segments are south of the APE. All the previously recorded segments were recommended as eligible for the NRHP under Criterion A.

The segment previously documented within the current APE consists of a 6.7-mile-long partially extant historic rail line extending from near Burmester south to the Utah Motorsports Complex. The historic rail line segment within the APE was in full use as a functioning railroad from 1917 until operations along the rail line ceased in 1979 and the track was subsequently abandoned. This segment is characterized by a straight northwest-southeast trending railroad grade with some portions of existing single track, some areas of extant grade, and areas where previous grade has been obliterated. Tracks are present north of SH138; they have been removed and the grade obliterated between SH138 and Erda Road; and tracks exist south of Erda Road through Marshall but have been removed south of the subdivision to the Utah Motorsports Campus, where the entire grade has been obliterated. The presumed at-grade crossings at SH138 and at Erda Road have been removed.

The existing grade measures roughly 10-12 ft across on top, widening to 20-22 ft between toe-slopes at a height of approximately 5-6 ft above the ground surface. Existing tracks are standard gauge, laid on railroad ties measuring approximately 8.5 ft long, and generally spaced about 2 ft apart. Six culvert locations were recorded along the rail segment within the current APE.

Feature 1 consists of two adjacent concrete culverts spaced about 2.5 ft apart. Each culvert is about 3 ft in diameter (Figure 8). Features 2-6 are wooden box culverts with similar characteristics (Figure 9). The box culverts are constructed from railroad ties with an opening measuring about 4 ft wide by 18 in tall. Crossbeams are 5 ft long. The beams are 8x8 in and 8x18 in and are bolted together. Riprap supports around the culverts hold the larger beams in place.



Figure 9. Feature 1. Two concrete culverts along 42TO505, facing southeast along railroad alignment.



Very few artifacts were encountered along the line, and none could be definitively associated with the railroad with the exception of disposed railroad ties. These artifacts include a few scattered fragments of glass and cans. Two colorless transparent glass vessel bottoms with maker's marks were identified. Both vessels contained marks associated with the Owens Illinois Glass Co. and Duraglas. Per a local informant, a parcel that is inclusive of the APE between SH138 and Erda Road was privately purchased with the intent to subdivide and sell. As such, the area was extensively cleared and grubbed, which involved track removal, leveling of the railroad grade, and the cleanup of artifacts which consisted solely of cans, primarily sanitary. The cans were accumulated and placed within a large round water trough located near Erda Road.



Figure 10. Example of a box culvert (Features 2-6) at 42TO505, facing northeast.

National Register Recommendations

Numerous segments of the Warner Branch of the Western Pacific Railroad have been individually recorded, though overall, the Utah SHPO considers the linear resource as eligible for the NRHP under Criterion A. As observed during the current survey, the linear resource continues to retain sufficient integrity to convey its association to the area's historic transportation of ore within the Tooele Valley, and the development of smelting and mining in the Oquirrh Mountains between 1917 and 1979. The resource is also important for its role in the establishment of the Tooele Army Depot. Additional research does not indicate the Warner Branch of the Western and Pacific Railroad is associated with a person or persons of historic significance to the area (Criterion B); nor does the resource contain any character defining features or methods of construction (Criterion C). Additional archaeological or historic research is unlikely to provide additional information about the site (Criterion D).

Regarding the aspects of integrity, the resource retains key aspects of integrity to convey its association to its period of significance. Integrity of location and design is retained as the railway, although abandoned, is still within its originally constructed location and its location on the landscape demonstrates the intentional layout and design of the railway to take the most direct path



from Burmester to Tooele. Integrity of materials is diminished due to the variation in preservation of materials extant in the remaining tracks, railroad ties, and ballast. In some sections, the rail line demonstrates intact materials, while in other sections, abandonment and prior clearing and grubbing have removed historic rail, ties, ballast, and berm. Integrity of workmanship is retained in the extant tracks and railroad ties as well as the five remaining box culverts recorded along the length of the segment. Integrity of setting and feeling are diminished through the modern development in the area, which has included the removal of portions of the railway and related infrastructure (Marshall siding) and the construction of housing and industrial developments immediately adjacent to the line. Integrity of association is retained as the linear resource can still adequately convey its previous use as a historic rail line corridor. Although abandoned, and portions have been removed along the current segment, the historic rail line route is clearly evident and can sufficiently convey its former use as a railroad transportation corridor within the Tooele Valley Metcalf concurs with the previous determination for 42TO505 as *eligible* for the NRHP under Criterion A.

Assessment of Effects

A finding of *No Adverse Effect* is anticipated for 42TO505 (Warner Branch of the Western and Pacific Railroad). In the area of the resource, project implementation would consist of rebuilding and repairing the existing railroad grade where needed, installation of a new single rail track, rail ties, ballast, and the construction of at-grade highway crossings along the approximate six-mile segment. The reinstallation and rehabilitation of the line would result in a change to the physical character of the resource. In addition to reconstructing those portions of the historic berm that were removed due to previous modern clearing and grubbing activities, some extant portions of the berm would require reinforcement and expansion. This would result in the expansion of the existing ROW in certain areas; however, both the overall height of the berm and the route's alignment would remain original.

The significance of 42TO505 is derived primarily from its historic association with the development of mining and the establishment of the Tooele Army Depot (see Alexandrowicz 1988; Barlow and Tipps 1988; Blanthorn 1998; Nielson 2004; Pagano et al. 2008; Reale and Collister 2011; Robinson 2006; Wilson 2009; Woods 2022). As currently understood, the proposed reinstallation of this railroad segment does not include a redesign of the existing historic route, nor a change to the functional use of the resource as a rail line. The proposed reinstallation would maintain the original historic alignment. As such, the reinstallation of the rail line would not alter the physical features or characteristics of the property that support the resource's overall eligibility for inclusion on the National Register under Criterion A. The rehabilitation of the rail line would support the continued use of the corridor for rail transportation and would therefore not diminish the characteristics of the property that make it eligible for listing in the National Register. Thus, a finding of *no adverse effect* is recommended for this resource. Should the design change, then the resource would need to be reassessed for potential adverse effects.

42TO1077 – Lincoln Highway

The Lincoln Highway provided for interstate travel as well as commerce and access to towns and cities along the route. It was initiated in 1913 and served as the inspiration for the current interstate highway system; the Lincoln Highway was important in connecting Utah to a broader interstate travel and commerce system. The portion of the Lincoln Highway recorded here under



42TO1077 consists only of the highway route which has been upgraded, paved, and maintained over numerous years (Figure 10, Figure 11). No intact or original portions of the roadway were noted within or near the current project alignment, although several segments of what appear to be original road segments were documented east of the APE by Mullins et al. (2007). Following the UPAC linear site guidelines, this portion of the Lincoln Highway is documented only as a vestige of the original highway route as there are no indications or hints on the surface of the original highway footprint. The guidelines state "Roads with well-established historical significance (e.g., the Lincoln Highway, the Hastings Cutoff, a primary access route to a town, etc.) should be considered for recording as sites, even if only small segments with poor integrity are present (UPAC 2008:7)."

National Register Recommendations

The Lincoln Highway has previously been recommended eligible for inclusion on the NRHP under Criterion A and it is specifically called out in the UPAC linear sites document (UPAC 2008:7) as an important linear site. At this location, the site retains only integrity of location and setting as the original road has been consumed in its entirety by the modern footprint of State Highway 138. Thus, this portion of the Lincoln Highway is recommended as a *non-contributing* portion of the site's overall eligibility to the NRHP.



Figure 11. View west of State Highway 138 which is the alignment of the Lincoln Highway, 42TO1077 in the APE.





Figure 12. View east of State Highway 138 which is the alignment of the Lincoln Highway, 42TO1077 in the APE.

Assessment of Effects

Because this segment of the Lincoln Highway has been completely obliterated by State Highway 138 and no vestiges of the original highway exist at this location, and thus it is considered to be a non-contributing portion of the overall eligibility of the resource, the project will have *no adverse effect* on 42TO1077.

Features Not Recorded

The road from Grantsville to Erda, now known as West Erda Way, is shown on the 1955 Grantsville, Utah 1:24000 topographic map as an unimproved road. Currently, this road has been upgraded, widened, and paved to its current condition as an active two-lane road (Figure 12). No evidence of the original road is present. Following the UPAC guidelines (2008:7) which state, “If the historical fabric of an older road is completely obliterated or covered by non-historical upgrades (e.g., an old dirt road or trail has now been graded and/or paved), the historical road should be noted in the report but not recorded as a site or isolated feature.” Additionally, there was no evidence of 42TO3283, a historic utility line that parallels the Lincoln Highway east of the APE.





Figure 13. View west of Grantsville to Erda Road in the APE.

SUMMARY AND CONCLUSIONS

Metcalf has completed a cultural resources inventory for the Savage Tooele Railway project in Tooele County, Utah, under contract to VHB. A total of four cultural resources were documented and evaluated within the APE. In the below-ground APE, the previously recorded Warner Branch of the Western Pacific Railroad (42TO505) resource was updated, as well as a previously recorded segment of the Lincoln Highway (42TO1077) where it is crossed by the current APE. During the survey, two historic residential buildings (STRR01, STRR03) were newly documented in Marshall, Utah, both of which are located within the above-ground APE.

Resource 42TO505, the Warner Branch of the Western Pacific Railroad, has previously been determined *eligible* for inclusion on the NRHP under Criterion A by the Utah SHPO. The significance of 42TO505 is derived from its historic association with the development of mining and the establishment of the Tooele Army Depot (Blanthorn 1998). As currently proposed, the project will involve the rehabilitation of this railroad in place and does not include a redesign of the original historic alignment, change in its historic route or functional use as a railroad. Thus, Metcalf recommends a *no adverse effect* finding for this historic property.

The Lincoln Highway (42TO1077) is crossed by the railway but at that location, the original features of the highway have been obliterated and the road upgraded to modern standards. Metcalf recommends this segment as a *non-contributing* segment of the Lincoln Highway and recommends no further work other than courtesy coordination with UDOT as a partner agency.



Of the recorded historic buildings, STRR01 is recommended as eligible under Criterion C as it is representative of the Contemporary style and exhibits unusual architectural details, including its circular plan and stone cobble-clad entryway and chimney. The property is at least 50 years old, retains sufficient historic integrity, and has the potential for significance under Criterion C of the NRHP.

The historic railroad was in operation when the house was built in 1961. It is within the above-ground APE and will not be physically altered by the railway. As such, the project will have *no adverse effect* on this historic residence. STRR03 is recommended as not eligible; no further work is recommended for the resource.

As currently designed, Metcalf recommends a finding of *no adverse effect* for the proposed Savage Tooele Railway Project.



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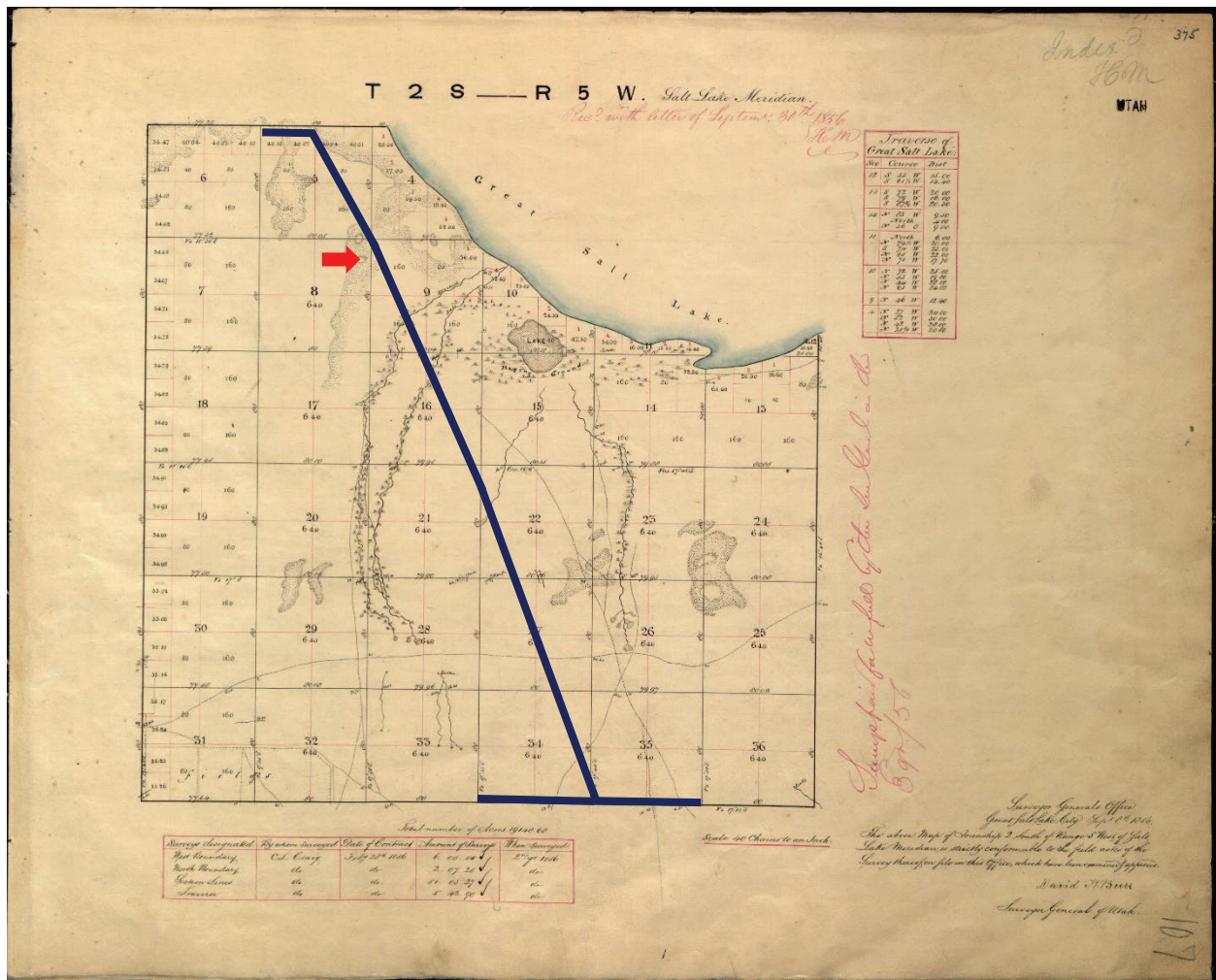
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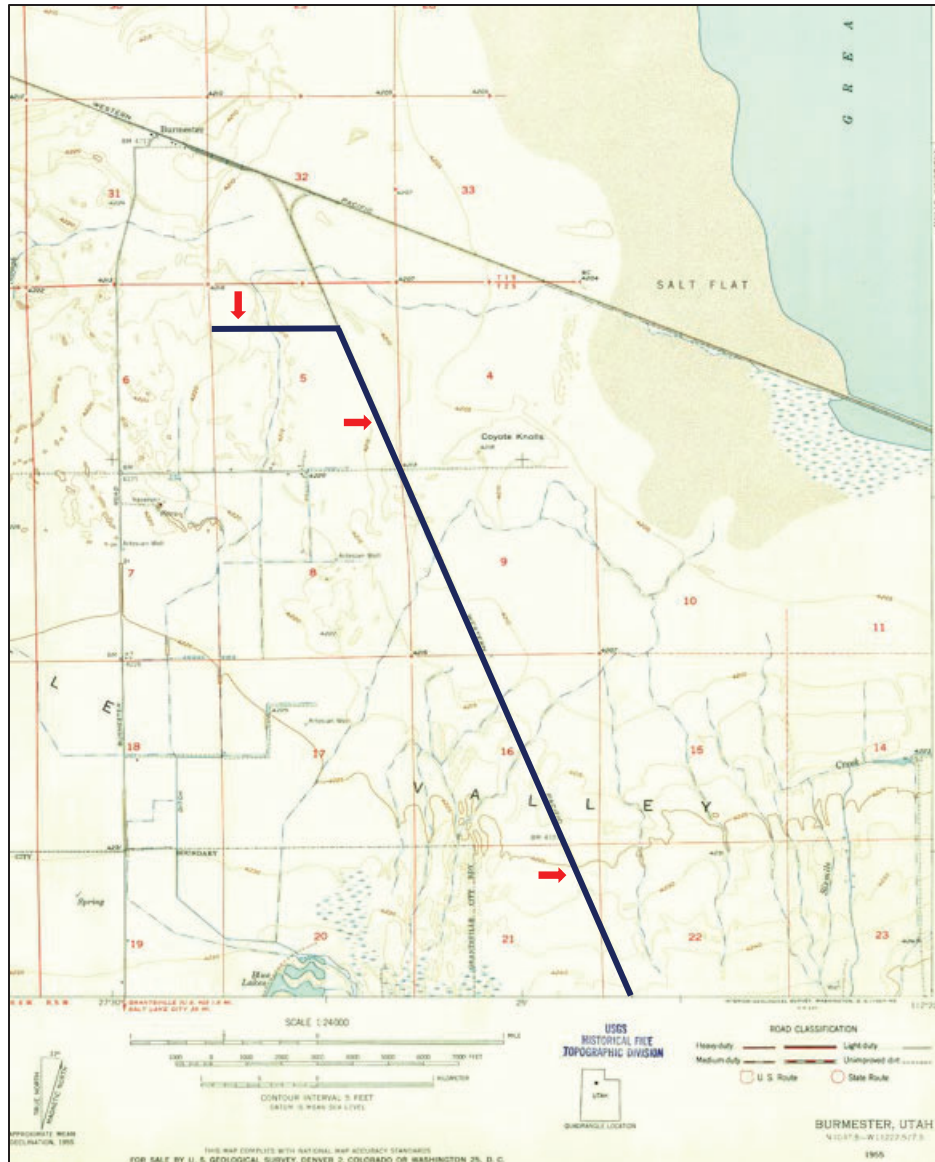
APPENDIX A

Historic Map Overlay

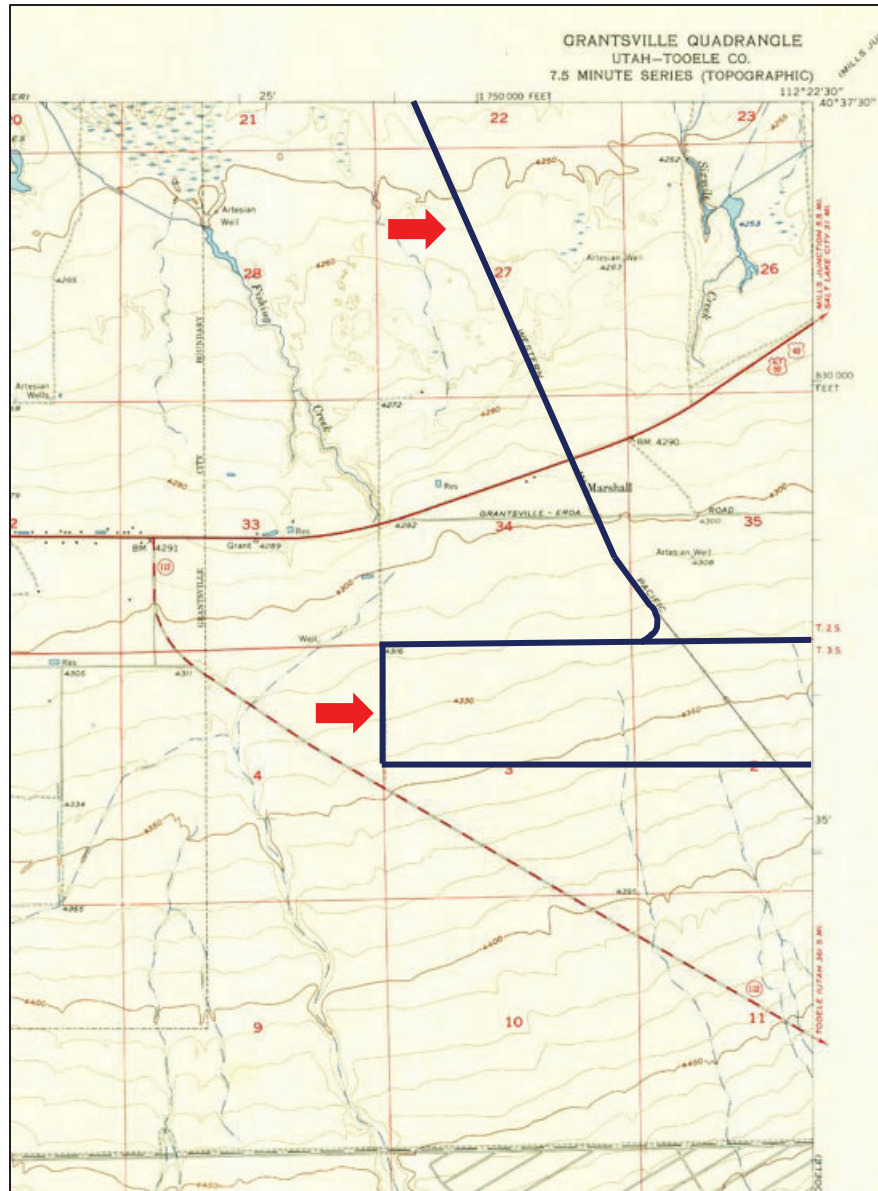




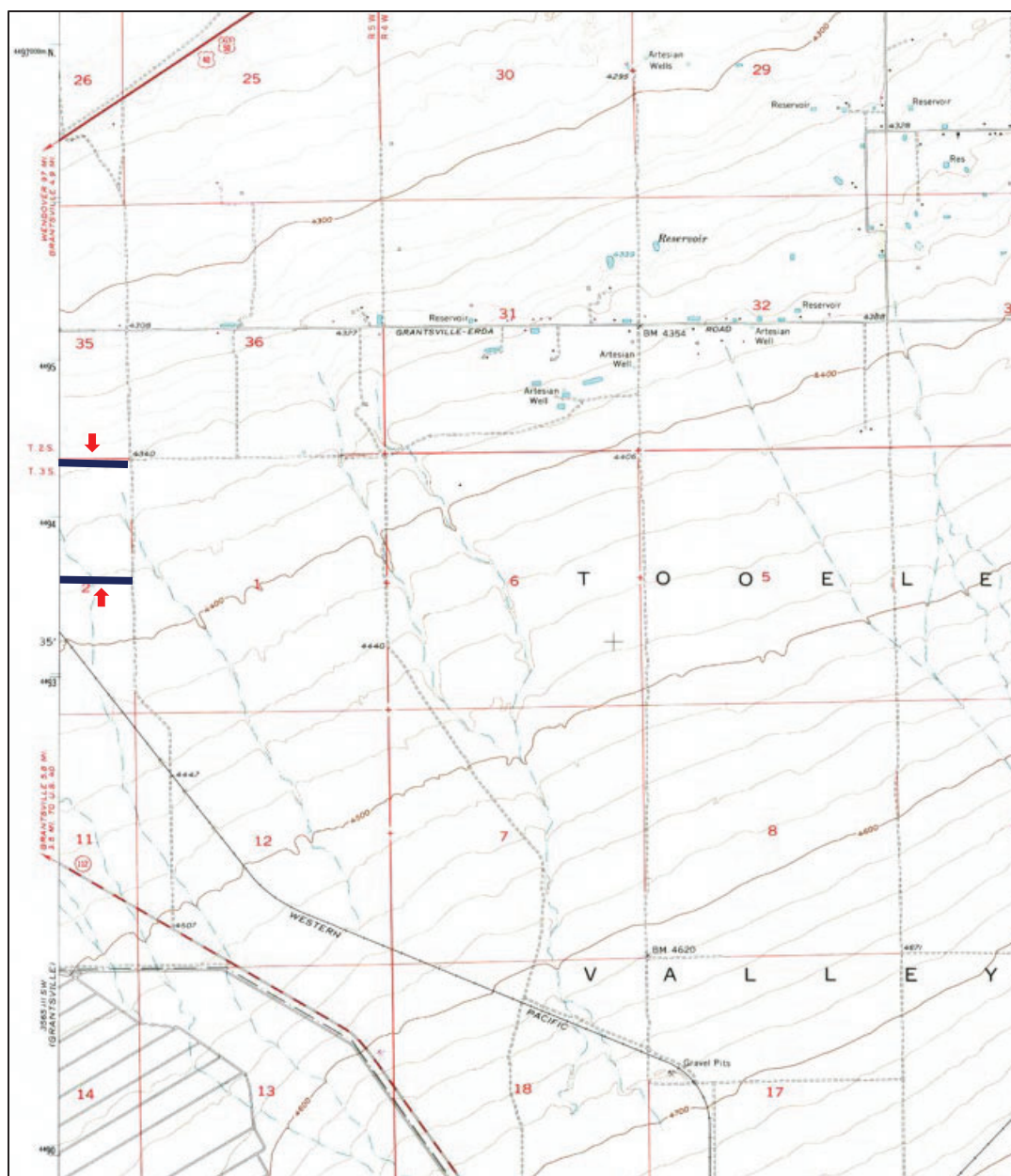
1856 GLO Map for T2S, R5W with the Project Area (red arrow).



Portion of the USGS Burmester, Utah 7.5 Quadrangle (1955). Red arrows point to the Project Area.



Portion of the Grantsville, Utah 7.5 Quadrangle (1955). Red arrows point to the Project Area.



Portion of the Tooele, Utah 7.5 Quadrangle (1955). Red arrows point to the Project Area.

APPENDIX B

Utah Archaeology Site Forms

