

# Cedar City Chapter of Sons of the Utah Pioneers

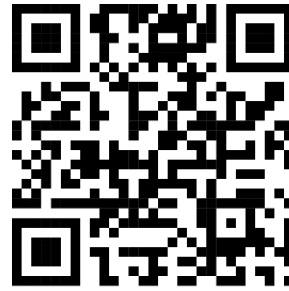


## SUP Monument Lun-1 Lund

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Longitude: -113.431944; Latitude: 38.0075; Elevation 5090'; Approximately 33 miles northwest of Cedar City on the Lund Highway; Lund, Utah.



Lund

Lund was a station on the branch line from the Union Pacific Railroad to Cedar City, thirty-three miles southeast. It was named for Utah state legislator and local mine owner Robert C. Lind of St. George. Lund was also a director of the railroad. This is now a serene town site but was once a major stopping point for the Union Pacific Railroad. It was important in providing a connection for Iron County to the outside world. For many years it was a popular tourist spot. Travelers from around the world came to Lund, Utah. The Utah Parks Company would run tours via open air buses to the National Parks from here. Then a new railroad line into Cedar City, Utah was built in 1923. The Utah Parks Company continued running busses to the Utah parks until the 1960's. The boomtown of Lund subsequently lost ground in popularity and is now almost a ghost town.

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### Official Site of Iron County Utah Centennial Circle

After the railroad was extended from Milford to the Nevada state line, Lund was an important station and siding town on the railroad as it crossed the northwest corner of Iron County. It was named for Robert C. Lund who was a prominent lawyer, railroad director, state legislator and mine owner.

The first depot consisted of two box cars, later a fashionable depot built by Union Pacific, was used for many years.

As people came to homestead the area, a few businesses, a school and a post office came into existence. In 1910 the population was twenty-four in 1913 it climbed to fifty-two.

A railroad spur was extended into Cedar City in 1923 for freight trains, but passengers were still transported by bus from Lund to the southern Utah National Parks and other destinations.

During World War II, train traffic increased with troop trains, war supplies, and iron ore shipments, but passenger service greatly decreased. There were brief flurries of mining and other activities from time to time, but gradually the town became smaller.

The school was closed in 1950 and the post office in 1966. The last passenger bus left for Cedar City in 1969. In this Centennial year of 1996, only two original building remains, the Holyoak store (which was also a drugstore and post office) and the Inman warehouse.

Occasional traveler, miners, ranchers, woodcutters and those harvesting the delicious piñon nuts, still drive through Lund to the west hills.

<https://www.swhchs.org/index.php/lund-monuments/.pdf>