



Evanston Union Pacific Railroad Roundhouse, ca. 1920.

U N I O N P A C I F I C

Union Pacific Railroad Complex Evanston, Wyoming Nomination for National Register of Historic Places

submitted to:
City of Evanston
1200 Main Street
Evanston, Wyoming 82930

produced by:
FRASERdesign
420 South County Road 23E
Loveland, Colorado 80537

December 2004

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Union Pacific Railroad Complex
other names/site number n/a

2. Location

street & number Main and 15th Street not for publication n/a
city or town Evanston vicinity n/a
state Wyoming code WY county Uinta code 041 zip code 82930

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets does not meet the National Register criteria. I recommend that this property be considered significant x nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 5/20/05
Signature of certifying official date

State or Federal agency or bureau

In my opinion, the property x meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official date

State or Federal agency or bureau

4. National Park Service Certification

I hereby certify that the property is:
 entered in the National Register [Signature] 9-02-05
 See continuation sheet
 determined eligible for the National Register
 See continuation sheet
 determined not eligible for the National Register
 removed from the National Register
 other (explain):

5. Classification

Ownership of Property
(Check as many boxes as apply)

private _____
public - local x
public - state _____
public - federal _____

Category of Property
(Check only one box)

building(s) x
district _____
site _____
structure x
object _____

Number of Resources within Property
(Do not include previously listed resources in the count)

	Contributing	Noncontributing
buildings	<u> 11 </u>	<u> 0 </u>
sites	<u> 0 </u>	<u> 0 </u>
structures	<u> 1 </u>	<u> 0 </u>
objects	<u> 0 </u>	<u> 0 </u>
Total	<u> 12 </u>	<u> 0 </u>

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)
 n/a

Number of contributing resources previously listed in the National Register
 12

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: rail-related: maintenance complex

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE: auditorium
VACANT / NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: 20th Century Industrial

Materials
(Enter categories from instructions)

foundation CONCRETE
walls BRICK / WOOD
roof WOOD / METAL / OTHER
other STEEL / WOOD WINDOWS AND DOORS

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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National Register of Historic Places Continuation Sheet

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UNION PACIFIC RAILROAD COMPLEX Uinta County, Wyoming



The Union Pacific Railroad Complex is situated within the mildly urban setting of the southwestern Wyoming city of Evanston. It is located on the north side of Main Street, at the intersection with 15th Street. The Complex is located—naturally enough—alongside the still-active tracks of the Union Pacific, America's first transcontinental railroad, at the northern edge of Evanston's central business district. No longer used as a maintenance facility, the complex is today comprised of eleven buildings (the Roundhouse, Machine Shop, Explosives Storehouse, Oxcweld House, Oil House, Mineral Building, District Foreman's Office, Engineers' Wash Room and three yard buildings) and one structure (the turntable). These are distributed along a series of rail lines over a 15-acre area. The site is essentially flat, covered with gravel-surfaced roads and parking areas, criss-crossed with rail spur lines that connected the buildings with the transcontinental main line (see *Figure 1*), and strewn with detritus accumulated over 140 years of heavy industrial use.

According to the 1982 nomination:

The main Union Pacific tracks, as well as numerous spurs, bisect the railroad complex in Evanston, Wyoming. The complex contains frame and brick industrial buildings located in their original surroundings on the northeast side of Evanston. All of the railroad structures contribute to the district's sense of time and place. Most of the brick buildings were constructed in 1912-1913 while the frame structures date from the late nineteenth century to the 1920's. The construction materials and architectural designs act as unifying elements within the Union Pacific industrial yard. Today the name of architects and builders remains unknown, yet each building represents typical construction techniques and designs for industrial buildings such as the roundhouse. Although small additions were constructed on a few of the buildings, each of the railroad structures has retained its architectural integrity. Some of the buildings look neglected and show signs of deterioration, yet they appear to be structurally sound. The district is littered with railroad relics of the past such as the roundhouse's turntable. Although this type of industrial complex was common in Wyoming at one time, today the Union Pacific complex is unusual because the roundhouse, as well as numerous associated structures, stands unharmed by modern intrusions. The Union Pacific district includes only the 10 historic railroad buildings; the boundary lines were drawn along a street, the main railroad tracks and arbitrary lines.

The five brick structures include the roundhouse, machine shop, gas building (Explosives Storehouse), storehouse (Oil House) and mineral building. These single detached masonry buildings, constructed of red brick laid in common bond, have flat roofs and decorative details such as crow stepped walls with concrete caps, and corbeled brickwork. The roundhouse, probably the only complete structure of its kind in the state, varies in height from 1 to 2 stories, contains 27 stalls and forms a half-circle. Each portion or stall is identified by a set of large wood double doors. Initially, the height of each stall is only 1 rather tall story. Yet the large segment of the roundhouse is 2 stories in height and in the upper story a continuous band of clerestory windows provides illumination for the lower work space. The exterior or outer section of the roundhouse is only occasionally punctuated with doorways, instead most of the 27 segments have large sets of multi-paned industrial windows that nearly cover the facade. Unfortunately, many of the windows are now broken. Decorative spandrel panels separate the upper story windows from the larger ones below.

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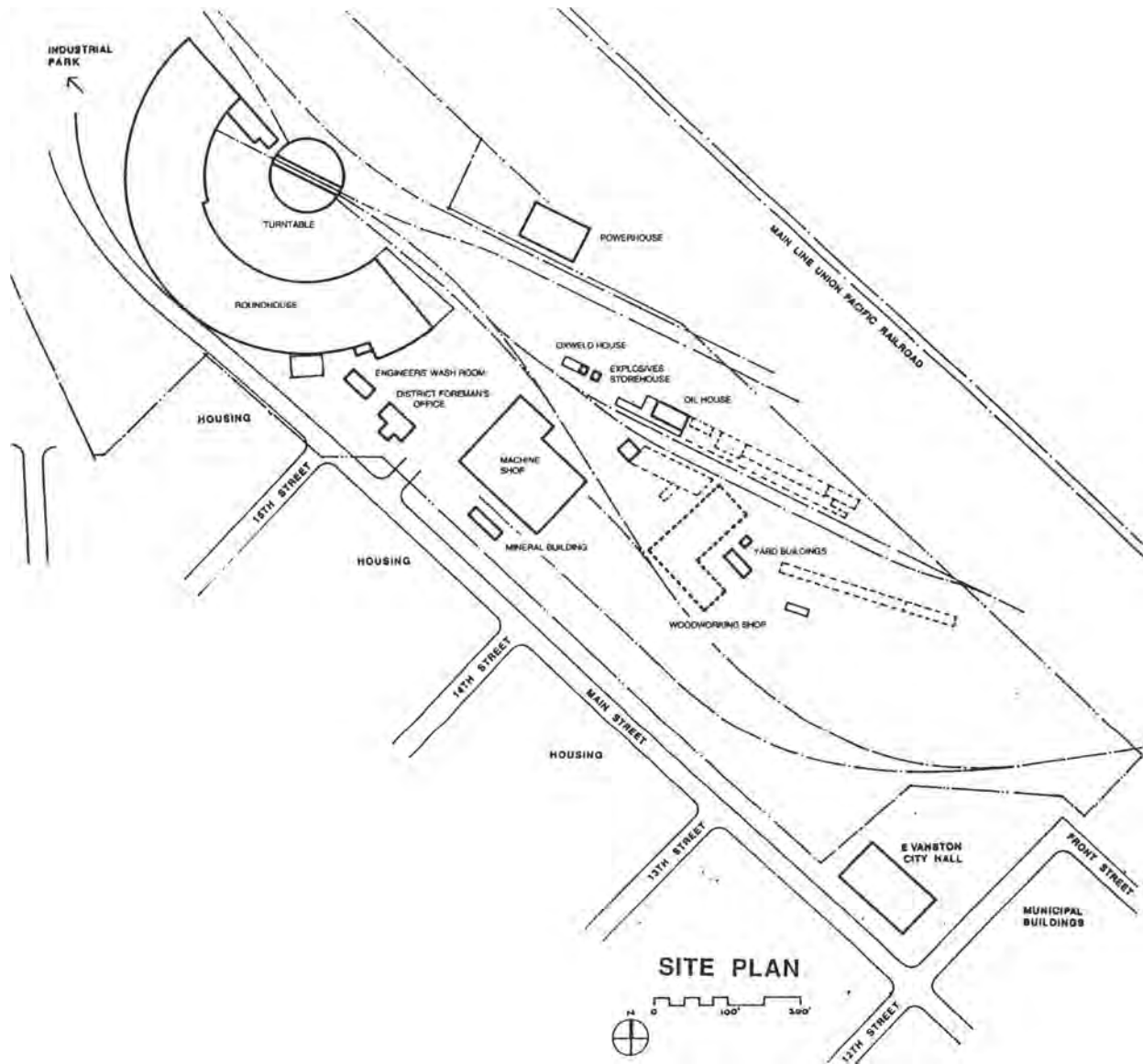


Figure 1. Site Plan of Evanston Union Pacific Railroad Complex, taken from Conditions Assessment by Long Hoeft Architects, 1994.

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UNION PACIFIC RAILROAD COMPLEX Uinta County, Wyoming

The other buildings are not quite as spectacular as the roundhouse. The machine shop, a large masonry structure, varies in height from 1 to 2 stories. Basically rectangular in plan, this building has large industrial windows with a band of clerestory windows on the south side of the second story. Brick sills, corbeling, and spandrel panels ornament the shop. The gas, storehouse, and mineral buildings are much smaller than the other brick structures and are only 1 story in height. Architecturally, they are quite similar to the roundhouse and have the same decorative features. Generally the five frame buildings tend to be smaller in scale than the brick structures. The frame structures were used as offices (District Foreman's Office, Yard Buildings), a woodworking shop (since demolished), and a company store (Yard Building).

The buildings and structures that make up the Evanston Complex were all built from standard plans delineated by the Union Pacific Chief Engineer's Office in Omaha. Constructed or moved in the 1910s, they display a remarkable similarity of scale, materials and architectural style. All are industrial in nature, with minimal attention paid to architectural expression and virtually no applied ornamentation. These were all utilitarian buildings, constructed by a corporate entity dedicated to efficiency and economy. The brick buildings were all built in place; the frame structures tend to have been moved in from other locations. One frame building, now used as the Engineers' Wash Room, originally functioned as a combination depot in Almy.

The Evanston Complex has contained several other buildings that are no longer extant. These include a section house, storehouse, water tower, charging station, recreation building, coaling station and several small frame residences. Most of these were relatively small-scale frame structures that were decommissioned and demolished in the late 1950s. The only serious recent loss was the demolition of the Woodworking Shop in 1991. A large-scale frame building originally used as a machine shop and later as a car repair shop, it was included in the Evanston Complex as part of the 1982 nomination. Following is a list of the buildings and structures that comprise the Evanston UPRR Complex:

Roundhouse (see Figures 2-6):

Constr. date: 1912-1913

Stories: 2

Dimensions: semi-circular building, 99'-3" deep

Foundation: concrete slab and perimeter walls

Roof: slightly pitched, side-gabled roof with asphalt roll roofing

Exterior walls: common red brick laid in common bond

Wdws/doors: overscaled windows with loose lintel heads and corbeled brick sills on outer arc walls and end-walls; wood double-hung sash; wood-framed continuous windows in clerestory facing toward inner arc; wood double-leaf locomotive doors in each bay on inner arc wall; wood-frame, single-leaf personnel doors located at various points on all walls

Description: Occupying some 63,000 square feet, the Roundhouse is the most prominent building in the Evanston Complex. The building is comprised of 28 wedge-shaped locomotive bays, divided by masonry firewalls into four 7-bay segments. Eighteen of the bays extend 96 feet in depth; the ten northernmost bays were lengthened in 1924 to a 104-foot depth by adding wood frame ex-

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tensions. The structure features brick exterior bearing walls and interior shear walls, with timber interior posts, which support a radiating series of timber roof trusses. (Timber is used in lieu of steel because it is less prone to deterioration from the corrosive smoke of the locomotives.)

In addition to the frame extension on the northernmost bays, three wood frame attachments have been added to the brick structure: a small shed on the east side, next to the Engineers' Wash House, used as a check-in station; a larger metal-clad building next to this; and another metal-clad building added onto the inner arc on the northern end, used to house a furnace and welding equipment. Other than the extension, the 28 bays are all identical in size and structure. Each measures 15'-0" wide on the inner arc, flaring out to a width of 27'-9" on the outer arc. The bays are all open, with the exception of the southernmost bay, which contains boilers installed when the Powerhouse steam system was decommissioned in 1958. Each bay is accessed on its inner arc by a pair of outward-swinging locomotive doors, 7'-6" x 18'-0", hung from pintels on four full-width iron straps.

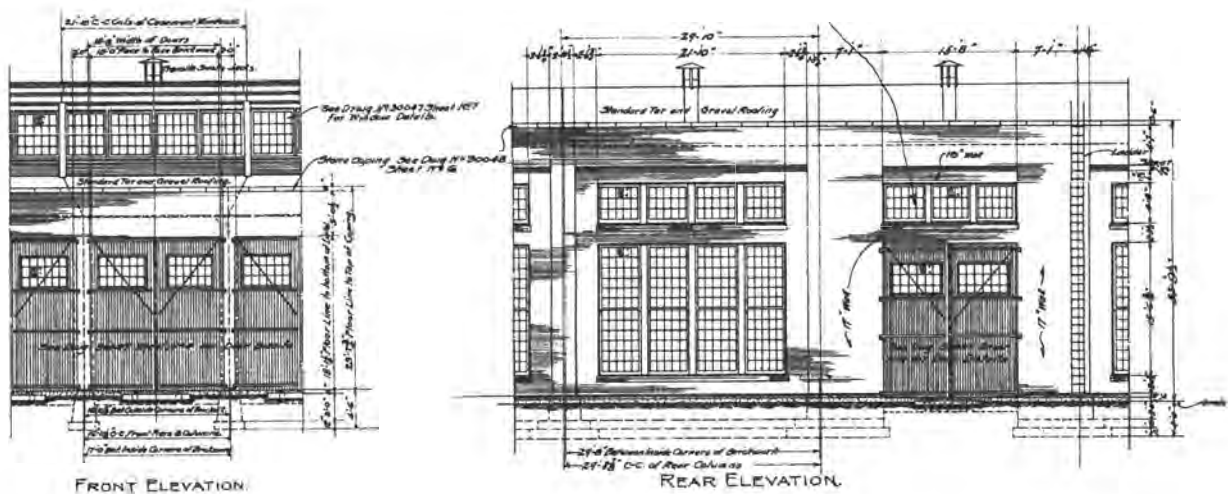


Figure 3. Roundhouse elevations, Union Pacific Railroad, 1912.

The building employs a standard roundhouse configuration, with natural lighting provided by large multi-pane windows on the outer arc walls, lights in the locomotive doors on the inner arc walls and a full-light, wood-framed clerestory that extends the length of the building. A metal smoke jack was installed in each bay to exhaust the engine's smoke from the building. These have all been removed, and the roof patched. The outer-arc windows are all wood-framed, 24/24 double-hung, with loose lintel heads and corbeled brick sills.

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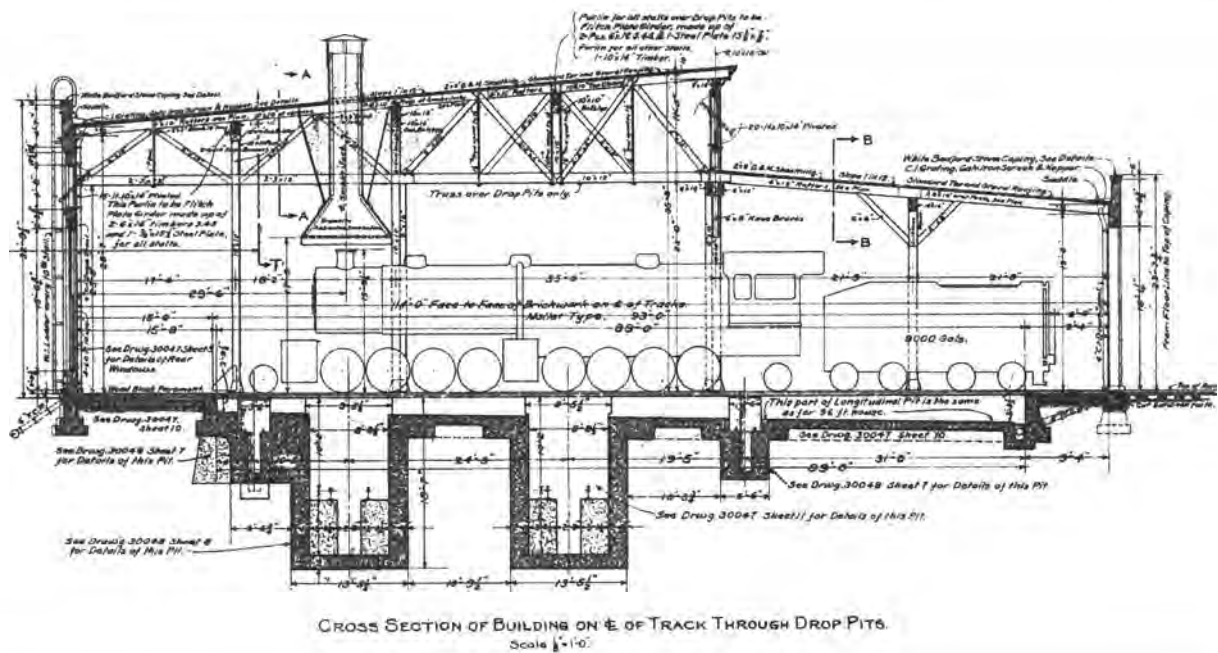


Figure 6. Transverse section through Roundhouse. Union Pacific Railroad, 1912.

Turntable (see Figure 19):

Constr. date: 1913

Stories: 1

Dimensions: 100'-2" in diameter

Foundation: concrete center pedestal over wooden piles; concrete pit walls

Structure: steel, 8-panel, rigid-connected Warren pony truss with polygonal upper chord

Description: Situated at the center of the Roundhouse arc, the Turntable is comprised of a rigid-connected pony truss, balanced over a concrete pedestal in a concrete-walled pit. A small frame operator's house is attached to one corner of the truss superstructure. Fabricated by the American Bridge Company, the truss features a standard configuration, with chord members built up from rolled steel channels, angles, I-beams and plates. The only indication that the bearing condition (supported at the center) differs from that of a simply supported truss (supported at the ends) is the eyebar upper chord in the center two panels. The truss's deck is wooden plank over timber ties, with a single pair of railroad tracks. A wooden electrical tower is mounted to the truss superstructure at mid-span. This is the third turntable installed in the Evanston Complex, completed in July 1913 for a cost of \$15,000. It is still serviced with electricity and, remarkably, still pivots as originally built.

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Machine Shop (see Figures 7-9):

Constr. date: 1918

Stories: 1

Dimensions: 100'-2"x 150'-2" with 23'-0"x 67'-0" lavatory wing

Foundation: concrete slab and perimeter walls

Roof: slightly pitched, side-gabled roof with composition roofing

Exterior walls: common red brick laid in common bond

Wdws/doors: overscaled windows with loose lintel heads; industrial steel sash with hopper window inserts; wood double-leaf locomotive doors at east and west ends of engine bay; two pairs of double-leaf personnel doors at right corner of west wall

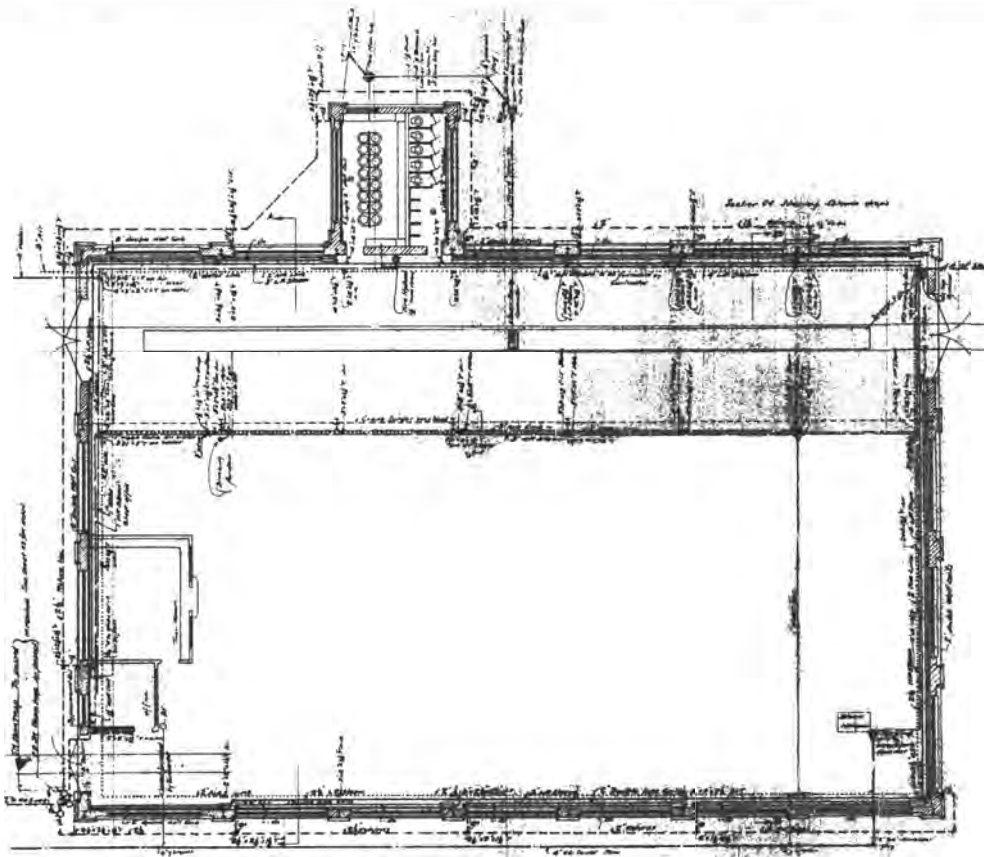


Figure 7. Machine Shop plan, Union Pacific Railroad, 1918.

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Description: The Machine Shop is located east of the Roundhouse, with its west side facing Main Street. The building is massed as a high-ceilinged engine bay that extends the length of the north side, adjoined by a lower-ceilinged three-bay machine room. A single-story brick lavatory wing extends from the building's north side. Tracks extend full-length through the engine bay.

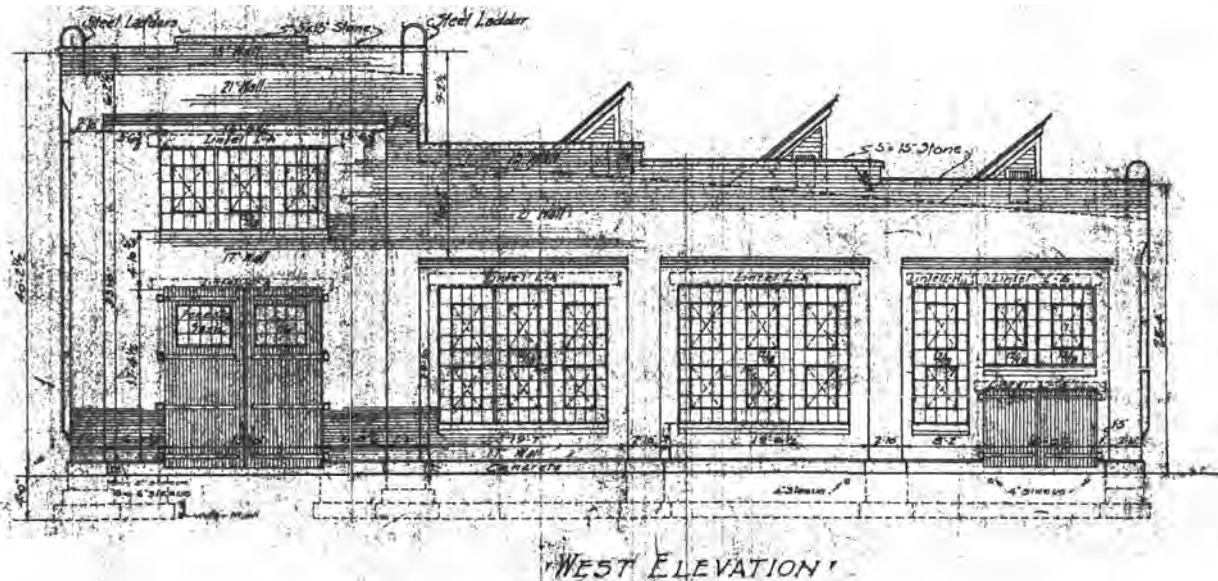


Figure 8. Machine Shop west elevation, Union Pacific Railroad, 1918.

The building's exterior walls are lined with overscaled windows, each featuring industrial steel sash, flat heads and cast concrete lug sills. These windows are set within brick bays—four on the east and west, seven on the south—which are defined by brick corbels. Large wood double-leaf locomotive doors are positioned at either end of the engine bay, and smaller personnel doors are located on the north and west sides. The wooden plank roof is supported by timber purlins, which rest on riveted steel trusses that free-span between the north and south walls. These trusses bear on built-up steel columns. The building's floor is concrete.

The Machine Shop, with its lavatory wing on the north side, was constructed in 1918. Completed that October for a cost of \$62,500, it housed manufacturing and repair facilities for the railroad. The building has remained essentially unaltered, as the railroad installed large-scale machine tools: a planer and driving wheel press (1924), cranes and hoists (1925), air compressor (moved from Wamsutter in 1929), spindle nut topper and motor (1933), steam hammer (1936),

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steam heaters (1963). The equipment has been removed, but the building itself remains in unaltered condition. In the early 2000s the City of Evanston undertook its rehabilitation. The Machine House is now fully and sensitively rehabbed, and is now used as an events center.

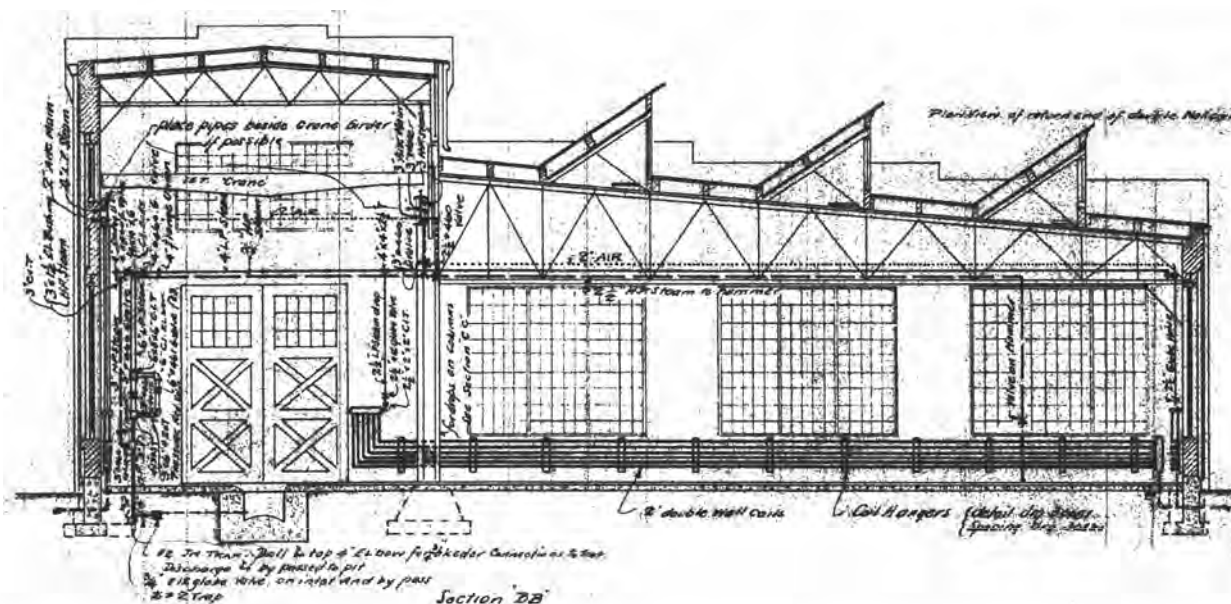


Figure 9. Transverse section through Machine Shop, Union Pacific Railroad, 1918.

Explosives Storehouse / Acid Storehouse:

Constr. date: 1917

Stories: 1

Dimensions: 14'-0" x 14'-0"

Foundation: concrete slab and foundations

Roof: flat roof with brick parapets and composition roofing

Exterior walls: common red brick laid in common bond

Wdws/doors: single-leaf steel plate door centered on south wall; no windows

Description: Located along a side track between the Machine Shop and the Powerhouse, this small-scale brick building was constructed in April 1917 to store explosives used for railroad construction. It was wired for electricity later that year. After the Complex was converted for use as the Reclamation Plant in 1927, the building was used as an acid storehouse. It features simple brick detailing, with a single steel plate door, no windows and a series of small screened ventilator openings at the ceiling line.

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UNION PACIFIC RAILROAD COMPLEX Uinta County, Wyoming

Oxweld House:

Constr. date: ca. 1925

Stories: 1

Dimensions: 10'-7"x 14'-3"

Foundation: unknown

Roof: moderately pitched, front-gabled roof with corrugated steel sheathing

Exterior walls: wood frame with corrugated steel siding

Wdws/doors: single-leaf wood door with corrugated steel sheathing offset on south front wall

Description: Located adjacent to the Explosives Storehouse, this small-scale frame building was originally used to store acetylene tanks used for welding. After the conversion of the Complex into the Reclamation Plant, it was used to store oxygen tanks. A utilitarian frame structure, it features corrugated steel walls, roof and door and no finished floor.

Oil House:

Constr. date: 1915-1916

Stories: 1

Dimensions: 25'-0"x 51'-8"

Foundation: concrete perimeter walls, enclosing a full basement

Roof: flat roof with brick parapets and composition roofing

Exterior walls: common red brick laid in common bond (outermost withe of bricks removed to reveal interior withes)

Wdws/doors: two steel-sash industrial windows on east side and north rear, each with 25 lights (9 set in hopper frames); three single-leaf, steel-plate doors on south front, with six-light transoms

Description: Located on a spur line north of the site of the former Woodworking Shop, this rectangular brick building stands near the eastern periphery of the Evanston UPRR Complex. It was constructed in 1915-1916, completed in January 1916 for \$6400, and used to house oil tanks. The building features a raised floor over a concrete-walled cellar, accessible from both exterior and interior stairs. A concrete loading dock adjoins the building on its north and west sides. The platform and cellar, completed in September 1913, actually predate the building itself, indicating that the oil tanks were originally housed outside.

The Oil House until recently featured typical brickwork, with common red brick headers and stretchers laid in alternating courses. The outside withe of bricks was removed to provide bricks for the rehabilitation of the Machine Shop, however, giving this structure an oddly unfinished appearance today. Its original steel-framed windows and doors are all in place.

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Mineral Building:

Constr. date: ca. 1930s

Stories: 1

Dimensions: 13'-10"x 53'-1"

Foundation: concrete slab and walls

Roof: flat roof with composition roofing

Exterior walls: buff-colored brick laid in running bond

Wdws/doors: steel doors and steel-sash windows set in hollow metal frames with soldier-brick heads

Description: Built in the 1930s, the Mineral Building is a small brick structure located immediately behind (south of) the Machine Shop. It is adjoined on its north front by a wood loading dock. The building's flat roof is surrounded by a terra cotta parapet and punctuated with a small wood-framed, gable-roofed cupola. It was used to store oxygen and carbide tanks and manufacture acetylene gas. The structure contains three rooms, the westernmost of which has a lower floor and still contains manufacturing equipment.

District Foreman's Office:

Constr. date: ca. 1900; moved 1917

Stories: 1

Dimensions: 24'-7"x 50'-6"

Foundation: wood piles

Roof: moderately pitched, side-gabled roof with cross gable over rear wing; asphalt roll roofing

Exterior walls: wood frame with painted shiplap siding

Wdws/doors: wood-framed, double-hung windows all boarded up; paneled wood door in wood frame centered on north front

Description: This single-story frame building was moved to this location in 1917 to function as an office for the District Foreman. It is located adjacent to the Engineers' Wash Room, near the Roundhouse. The District Foreman's Office features a T-shaped footprint, with side-gabled roofs over the main and rear wings and wood-sided exterior walls.

Engineers' Wash Room:

Constr. date: ca. 1890; moved 1916

Stories: 1

Dimensions: 20'-6"x 40'-5"

Foundation: concrete perimeter walls

Roof: moderately pitched side-gabled roof with wood shingle sheathing

Exterior walls: wood frame with painted shiplap siding

Wdws/doors: wood-framed, double-hung windows all boarded up; paneled wood door in wood frame centered on north front

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UNION PACIFIC RAILROAD COMPLEX Uinta County, Wyoming

Description: Located next to the District Foreman's Office, this single-story frame building was originally built as the combination depot in Almy, Wyoming, and moved to this location in November 1916. Here it functioned as a lavatory and shower for engineers and railroad employees. Like the District Foreman's Office, it is a single-story frame building, with gabled roof and simple lines and detailing. The building features shiplap horizontal siding laid over a vertically placed shiplap wainscot, typical of late 19th century UPRR depots. It is distinguished as the oldest building in the Evanston UPRR Complex.

Yard Buildings (three structures):

Constr. date: ca. 1920

Stories: 1

Dimensions: Tool Sharpening Shed—14'-5"x 16'-0"; Hardwood Storage Shed—20'-1"x 40'-3"; Sign Shop—20'-6"x 24'-4"

Foundation: concrete/wood perimeter walls

Roof: moderately pitched gable and hipped roofs with wood shingle or corrugated steel sheathing

Exterior walls: painted shiplap siding; steel sheet siding

Wdws/doors: wood-framed, double-hung windows; paneled wood doors, all in wood frames

Description: These three small-scale buildings are located next to the site of the now-demolished Wood Shop. They were used for minor railroad-related functions: tool sharpening, wood storage, and sign fabrication. All the buildings are single-story frame structures, and the two gable-roofed sheds have no finished floors. Their original function and construction dates are unknown.

Powerhouse:

(Note: The Powerhouse stands on property that is presently not owned by the City of Evanston and is not included within the present nominated boundaries of the Union Pacific Railroad Complex. The City plans to acquire the building eventually, at which time the NRHP boundaries will be amended to include the Powerhouse within the Railroad Complex. The description given here is intended to serve for that eventuality.)

Constr. date: 1912-1913

Stories: 1

Dimensions: 50'-0"x 81'-11"

Foundation: concrete slab and perimeter walls

Roof: slightly pitched, side-gabled roof with wood frame monitor extended the length of the ridgeline; composition roofing

Exterior walls: red face brick laid in common bond

Wdws/doors: overscaled windows with semi-circular heads; industrial steel sash with fan lights in the heads; corbeled brick arches; original doors are steel plate double-leaf, located beneath the windows

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UNION PACIFIC RAILROAD COMPLEX Uinta County, Wyoming

Description: The Powerhouse is located just beyond the northern nominated boundary of the Evanston UPRR Complex, north of the spur lines that feed into the Roundhouse. The building is massed as a great rectangular brick block, divided by corbeled brick pilasters into four bays along the north and south walls and three bays on the east and west walls. These pilasters feature corbeled brick heads, with corbeled squares projecting slightly from the walls above. The east and west endwalls are topped with pedimented parapets featuring cast stone copings. A monitor with continuous wood-framed windows along its sides extends along the length of the roof ridge. This is situated slightly off-center on the ridgeline, to accommodate the coal conveyor above the boilers.

The wooden plank roof is supported by timber purlins, which rest on riveted steel trusses that free-span between the north and south walls. The walls of the monitor rest on steel plate girders, which also bear on the trusses. These trusses bear on the brick exterior bearing walls at the pilasters. The building's floor is concrete. The windows are steel framed. The original doors are steel plate. The Powerhouse is the most architecturally sophisticated of the structures in the Evanston Yards. With its simple massing, its imposing semi-circular-headed windows set in bays along the exterior walls and its pilaster caps abstracted from the Ionic order, the building represents an industrial structure rendered in a Classical Revival idiom.

The Powerhouse was constructed at the same time as the Roundhouse. It was completed in September 1913 for a cost of almost \$20,000, exclusive of equipment. Within a month of the building's completion, the three 250 h.p. boilers (along with compressors, pumps, controls, piping and wiring) were completed. By the following January the coal and ash handling machinery was installed. Total cost to make the building operational: over \$65,000. The Powerhouse was configured in typical manner, with the eastern three bays of the building housing boilers and the fourth bay—separated from the remainder of the building by a masonry fire-wall—containing the air compressor (and later the transformers). The boilers generated steam, which was routed via pipes to power the air compressor and heat the other buildings. Alterations over time were relatively minor—installation of chain grate stokers in 1918, addition of a fire hose in 1922, installation of an air compressor in 1944. In 1946 three 100 kva and three 50 kva transformers were installed. In 1959 a 75 kw electric generator was installed. The original boilers, exhaust stack and conveyor system have subsequently been removed, but the building itself remains in original condition.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- recorded by Historic American Engineering Record

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1870 - 1955

Significant Dates

1913 (completion of roundhouse)

Significant Person

n/a

Cultural Affiliation

n/a

Architect / Builder

Union Pacific Chief Engineer's Office, Omaha NE

Primary location of additional data:

- State Historic Preservation Office
- other state agency
- Federal agency
- local government
- university
- other _____

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UNION PACIFIC RAILROAD COMPLEX Uinta County, Wyoming



Built largely in the 1910s, the Union Pacific Railroad Complex in Evanston, Wyoming, is a nationally prominent landmark that derives its significance from two principal areas: transportation and architecture. The property is significant for the integral role it has played on one of America's most storied and most important 19th century railroads. Chartered by Congress in 1862, the Union Pacific [UP] was one of two rail companies charged with completing the country's first transcontinental rail line. During the 1860s, the Union Pacific built westward from Council Bluffs, Iowa, while the Central Pacific built eastward from Sacramento, California. The two lines met at Promontory, Utah, in May 1869, in an event that has been likened to the signing of the Declaration of Independence in its historic significance.

As an integral part of the nation's first transcontinental railroad, the Union Pacific has played a central role in the development of rail transportation in America. The transcontinental road marked the first large-scale, federally sanctioned construction in the aftermath of the Civil War. More importantly, it represented a watershed in American history: the opening of the West to mechanized travel. In this, the railroad's impact upon the region—and upon the nation as a whole—can hardly be overstated. Its politically charged conception, frenzied construction, ceremonious opening, and even the scandals and bankruptcy attendant to its operation, captured the imagination of the American public. No other railroad has received as much attention in the national press as the transcontinental line. And 140 years after its charter, the Union Pacific is still one of America's most important railroads. The Evanston Complex is historically significant for its integral role with the railroad during the 100 years between 1871 and 1971, first as a traditional maintenance facility for locomotives and later as a reclamation facility for other rolling stock.

The Complex is architecturally significant as the last intact example of its type. All along their length, the Union Pacific and Central Pacific built and operated maintenance facilities for their rolling stock. Located at intervals across Nebraska, Wyoming, Utah, Nevada and California, these complexes often included engine houses (either rectangular or circular), machine shops, car shops, powerhouses and associated buildings and structures. As locomotives became more efficient and more reliable, these maintenance facilities were decommissioned and eventually demolished. The roundhouse at Cheyenne, once a semicircular structure, was reduced to only one seven-stall segment; all the other roundhouses along the transcontinental route were razed. All, that is, except the roundhouse at Evanston. It has survived intact, due to its continued use by the railroad into the early 1970s. With its 28-bay semicircular configuration and its pony truss turntable, the roundhouse at Evanston remains in original condition. Its integrity and its significance are bolstered by the associated buildings that make up the complex. No other maintenance complex on the transcontinental railroad even approaches the Evanston facility in terms of completeness and physical integrity. As the most significant maintenance complex along one of the most important railroads in America, the Union Pacific Complex in Evanston enjoys a significance that is truly national in scope. It deserves to be listed in the National Register of Historic Places on the basis of this national significance.

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transcontinental railroad, uniting both Atlantic and Pacific coasts, was long a national dream in America. The concept was under discussion for nearly as long as there were railroads in this country. England introduced the world's first railroad in 1825, and Americans were quick to adopt the new technology. Within two years, the Baltimore & Ohio Railroad had laid the longest track in the world, 133 miles from Charleston to Hamburg, South Carolina, the first important US rail line. By 1840 some 3,328 miles of railroad ran through the larger Atlantic states, eventually surpassing canals and rivers as the country's predominant means of transportation. As the Eastern lines developed, talk of a transcontinental railroad to link with the West Coast heated up during the 1840s. After the war with Mexico and the acquisition of the western United States, the notion picked up new momentum. By the late 1850s, as steam revolutionized transportation technology of all kinds, the railroad "came of age as the major instrument of transportation."¹

As early as 1845, Asa Whitney, New York businessman and China trader, had lobbied Congress—unsuccessfully, as it turned out—to subsidize just such a venture. "To the interior of our vast and widely spread country," he stated, "it would be as the heart to the human body; it would, when all completed, cross all the mighty rivers and streams which wend their way to the ocean through our vast and rich valleys from Oregon to Maine, a distance of more than three thousand miles."² Following the discovery of gold in California four years later, Congress generally agreed with Whitney that a transcontinental rail link was needed. Unfortunately the groundswell of public enthusiasm for a transcontinental line coincided with a rise of sectional antagonism between North and South. By the time Congress acknowledged the necessity of the railroad, no one could agree upon a route. The path the railroad would take was the subject of partisan bickering among various Congressional factions. The combatants were only temporarily pacified by a series of surveys undertaken by the army in 1853-1854 to determine the most feasible course to the Pacific. The Secretary of War in 1855 presented four viable routes: from Lake Superior to Portland; over the Overland Trail to San Francisco; along the Red River to southern California; and across southern Texas to San Diego.

¹The quotation is from Taylor. It is not known when the first idea for the transcontinental railroad occurred. In 1832 an anonymous writer in *The Emigrant*, a paper published in Ann Arbor, Michigan, proposed the idea. Robert Riegel writes that so many people took credit for the first idea of a transcontinental railroad that it became a frequent topic of after-dinner conversation by men during the mid-19th century. George Rogers Taylor, *The Transportation Revolution, 1815-1860*, Vol. IV, *The Economic History of the United States* (New York: Rinehart & Company, 1951), 75-76, 79, 102; James E. Vance, *The North American Railroad* (Baltimore: Johns Hopkins University Press, 1995), 148, 151, 155-157; Robert Edgar Riegel, *The Story of the Western Railroads* (Lincoln: University of Nebraska Press, 1926), 14-16.

²Asa Whitney, *Railroad from Lake Michigan to the Pacific: Memorial of Asa Whitney, of New York City, relative to The construction of a railroad from Lake Michigan to the Pacific ocean* (1845), 28 Congress, 2nd Session, 1-4. Whitney argued that such a railroad would have inestimable value in controlling the Pacific coast and in shipping people and goods across the country and across the ocean to China. "Each state and every town would receive its just proportion of influence and benefits compared with its vicinity to, or facility to communicate with, any of the rivers, canals, or railroads crossed by this great road." He argued for the railroad's potential contribution to the Jeffersonian agrarian ideal, stating that immigrant farmers from Europe who settled along the route would "escape the tempting vices of our cities, have a home with their associates and labor from their own soil and not only produce their daily bread but, in time, an affluence of which they could never have dreamed in their native land."

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Southerners objected strongly to any northern route, and during the 1850s decision-making about a transcontinental railroad reached a stalemate. The outbreak of the Civil War and Southern secession eventually broke the impasse. With Congress now controlled by Northerners, the first transcontinental railway would take a northerly route. The most favorable northern route originated at Council Bluffs, Iowa, and roughly paralleled the Overland Trail along the Platte River and across southern Wyoming. The relatively gentle grades of this route made it much more enticing to engineers than other routes to the north and south.

The "Big Four"—Leland Stanford, Collis Huntington, Mark Hopkins and Charles Crocker—combined to provide the necessary private financial reserves and administrative ability to transform the idea to reality. They commissioned Theodore Judah, a practiced engineer and energetic promoter, to present their plan to Congress. On July 1, 1862, the partnership succeeded, as Congress passed the Pacific Railway Act. The legislation called for two companies to build and operate the road. The Central Pacific, chartered by the Big Four, would bridge the Sierra Nevada Mountains; the Union Pacific, chartered by Congress, would build westward from Council Bluffs, Iowa, across the Rocky Mountains, to join with the Central Pacific.³

The Union Pacific incorporated in July 1862 in Boston, with Oliver Ames as its first president. His brother, Oakes Ames, would serve as director of Credit Mobilier, the corporation charged with actual construction of the railroad. Grenville Dodge, a major in the Civil War and congressman from Iowa, would function as the railroad's Chief Engineer. The cost to build the transcontinental railroad would be staggering, far beyond the capacity of private industry to bear. To help finance the construction, each company was assured liberal government subsidies, receiving grants of twenty alternate sections of land for each mile of track laid. This included the odd-numbered tracts in a strip forty miles wide, twenty miles on either side of the track. Additionally, Congress authorized 6 percent loans, on a second-mortgage basis, of \$16,000 for each mile built over flat terrain, \$32,000 per mile in the foothills, and \$48,000 in the mountains. The transcontinental project was made even more appealing by the inclusion of mineral rights grants. By the time the line was completed in 1869, the companies had received nearly \$27 million, or one-half the legitimate cost of construction.

Although the US Army had reconnoitered a route seven years earlier, the exact line of both railroads was still undetermined. Grenville Dodge was responsible for mapping the Union Pacific's route west from Omaha. His route generally followed the route delineated by Capt. Howard Stansbury in 1849, paralleling the Platte River Road—used by the Oregon, California and Overland trails—across Nebraska. Rather than dropping down along the South Platte to Denver to capture the mineral-rich Colorado territory, Dodge routed the line across windswept southern Wyoming to tap known coal resources and avoid the most

³The railroad's location was not the only disputed issue. With several different gauges then in use around the country, the issue of the measurement between the rails became a point of contention. After enactment of the Pacific Railway legislation, President Lincoln decreed that the proposed line would employ a five-foot gauge, then the standard in the West, but Congress overrode his decision in response to Northern political backers, and defined the standard gauge as four-foot-eight-inches. This has been the national standard since.

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rugged part of the Rocky Mountain chain. To provide ready water sources for the railroad's locomotives, he largely kept to the Platte River, Lodge Pole Creek, Rock Creek, Bitter Creek and Bear River drainages across the territory.



Early in July 1865 a small group of workers began laying track for the Union Pacific in the Missouri River mud flats above Omaha. But the Civil War hampered construction of both the Union Pacific and Central Pacific. The CP had begun tracklaying in October 1863 and had laid some 35 miles during the war. By the end of 1865 the UP had laid only about 40 miles of track in eastern Nebraska. At war's end, however, the Union Pacific—now flush from the first Congressional grant money—could resume construction in earnest. Thomas Durant, an experienced railroad manager, was given responsibility for overseeing the railroad's construction. In February 1866 Durant contracted with brothers and Civil War officers Jack and Dan Casement to supervise the actual tracklaying. By agreement, the Casements would make no more than a mile per day, unless Durant ordered them to slow to half speed. For this they would be paid \$750 per mile. The railroad would provide locomotives, ties and rails, water, and undercarriages for special rail cars that the Casements would construct themselves. "Casement has contracted for tracklaying," Durant telegraphed an assistant in Omaha. "Will probably want our men. Aid him in building boarding cars. Make arrangements to furnish 3,500 ties per day after river opens."⁴

The Casements spent the spring gearing up for the construction season—building their four enormous rail cars, stockpiling materials, lining up laborers from among the Civil War veterans then pouring into town for work. "Could get plenty of men here if I was ready to go to work," Jack Casement wrote, "We will have lots of hard driving to do if they can get the Iron fast enough." Construction finally got underway on April 6, with men laying the rails at the end of the existing tracks west of Omaha. Although the US Army had reconnoitered a route seven years earlier, the exact line of both railroads was still undetermined. Chief Engineer Grenville Dodge was responsible for mapping the Union Pacific's route, directing the road along the Platte River across Nebraska and into Wyoming.

The Casements soon developed a system to maximize the crews' efficiency. Typically, surveyors would demarcate a hundred-mile right-of-way, which would then be graded with the construction of cuts, fills and bridges, as needed. Gangs of track layers followed, with other gangs close behind. "Thirty seconds to a rail for each gang, and so four rails down a minute," one reporter wrote. "Close behind the first gang came the gaugers, spikers and bolters, and a lively time they made of it. It is a grand Anvil Chorus that those sturdy sledges are playing across the plains. It is in triple time, three strokes to a spike. There are ten spikes to a

⁴As quoted in David Haward Bain, *Empire Express: Building the First Transcontinental Railroad* (New York: Penguin Books, 1999), 255.

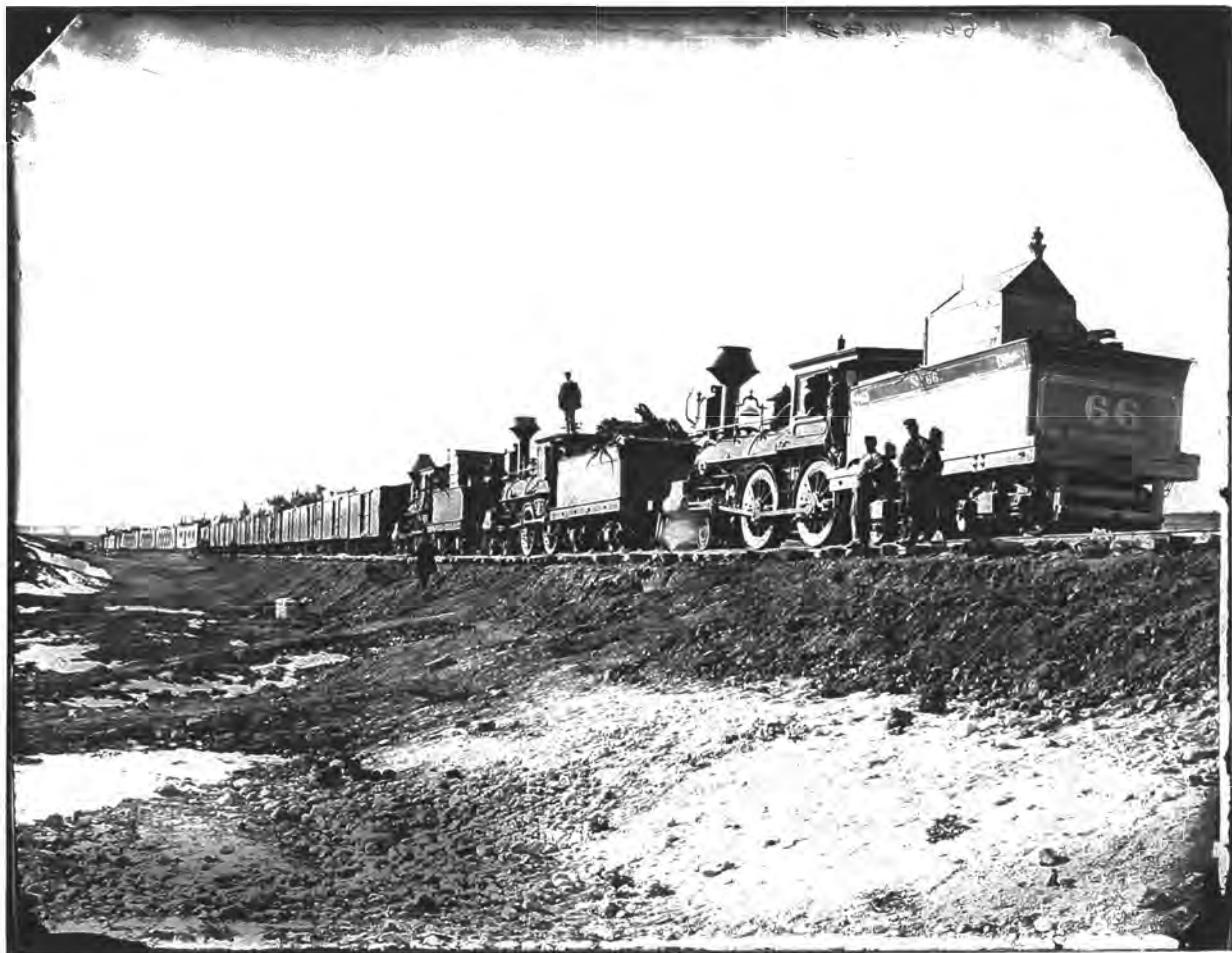
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rail, 400 rails to a mile."⁵ In this manner 240 miles of track were laid down across the Nebraska plains in 1866 at an average of 1¾ miles per day. "It is hard to realise that so great a distance may be accomplished in so short a time," reported the *New York Times*.⁶



■ Figure 10. Union Pacific construction train, 1867.

⁵W.A. Bell, "Pacific Railroads," *Forthnightly Review*, May 1869, 572-573.

⁶As quoted in Maury Klein, *Union Pacific: The Birth of a Railroad: 1862-1893* (Garden City, New York: Doubleday & Company, 1987), 137.

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The Casement brothers contended with considerable construction obstacles posed by the High Plains. All materials had to be transported over vast distances to the uninhabited region—trees from the mountains for ties and bridge timbers, stone from the quarries of Wisconsin and rails from the forges of Pennsylvania. With the Union Pacific and the Central Pacific each being paid by the mile of completed track, competition rapidly developed. This competition carried with it tremendous stakes, and the pistol-wielding Casements pushed construction relentlessly [see *Figure 10*]. They worked their crews long into the evenings and paid triple wages for Sunday work. Graders and teamsters typically made \$2.50 per day; spikers, \$3.00; iron workers, \$3.50. The men were housed in three of the 85-foot-long, four-story boarding cars. The fourth car housed equipment, a butcher's shop, a bakery and an office for the Casements. Each man paid \$20 per month for board, which consisted of a vermin-infested bed and an unvarying diet of beefsteak, bread and coffee. There was little for off-shift laborers to do but sleep, drink and gamble.

By coordinating materials shipments and synchronizing the ways that twelve-man gangs moved and placed the rails, the brothers were able to increase progress from one mile per day in 1865 to six or seven miles by 1869. Such haste had its cost, though, as the crews shaved corners from accepted construction practice. The roadbed was largely unballasted, the bridges were often structurally suspect, the grades were the maximum allowed by law, and the ties were generally untreated and frequently of inferior quality. Most of the line across Nebraska would have to be replaced soon after its completion due to its inferior quality. But with government subsidies tied to completed trackage, this was of secondary importance. The Union Pacific roared across Nebraska and into Wyoming.

Building across most of Nebraska, the UP crews had only to contend with construction-related hardships and difficulties. From the western part of the state onward, however, they faced an additional danger: hostile Indians. The Pacific Railroad Act had called for the establishment of an army post at the eastern slope of the Rocky Mountains to provide a military escort for the construction workers. This fort would function as one of a series of outposts along the railroad from which troops would patrol the region. On July 4, 1867, with the railroad construction crew at Julesburg, Colorado, Grenville Dodge met with Gen. C.C. Augur at the point where the railroad would cross Crow Creek to determine the best location for the proposed post and supply depot. Dodge preferred a site close to the settlement rapidly developing in the railroad's path. Augur wanted to place the fort near timber some fourteen miles away. They eventually agreed on the Cheyenne site. The army named the post Fort D.A. Russell, after Gen. David A. Russell, killed in the Civil War. Troops of the 13th Infantry soon began building the new post in anticipation of the railroad's arrival.

Nearly a thousand men strong, the Casement Army reached Cheyenne on November 13, 1867. "This long-anticipated event has transpired and filled our city with rejoicing and enthusiasm," the *Cheyenne Leader* cheered. What the railroad crew found here was a fully developed town with a population of some 4,000 people, two daily newspapers, over 200 businesses and a functioning town government. The town had

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been surveyed within a week of Dodge's visit in July and lots sold by the Union Pacific's land company. The initial residences and businesses were housed in tents, shanties, adobes and prefabricated buildings that had been erected, dismantled and re-erected at different locations as the railroad moved westward. Cheyenne typified the end-of-tracks towns that followed the railroad's progress. City lots that had initially sold for \$150 had burgeoned to as much as \$2,500 in the speculative boom. All manners of vice could be obtained from the scores of saloons, gambling houses and brothels that had sprung up literally overnight. Grenville Dodge himself had predicted that the town would be a "second hell," but he also foresaw a more lasting legacy for the teeming community. "Government alone will build up here a large town," he wrote in July, "as it is to be the depot for all posts north and south and also the distributing point for all points in Colorado. . . [The Union Pacific] shall also build a large workshop, machine shops, round houses, etc."⁷

Cheyenne, located some 512 miles west of Omaha, was one of numerous settlements springing up along the railroad's length. At intervals of between twelve to fifteen miles along the tracks, the railroad established stations. Some consisted of no more than a pile of wood and water tank for the steam locomotives. Others employed frame shacks to house the company's freight and passenger facilities. Division points, more distantly spaced, contained eating houses, stores, saloons and shops. As the rails moved westward, towns sprang up along the route to service the needs of the laborers. The unsavory nature of these temporary settlements was legendary. North Platte, Nebraska, was a product of the railroad, populated briefly by some 5,000 souls "having a good time, gambling, drinking and shooting each other." Julesburg, Colorado, further down the line, was one of the worst of the hell-on-wheels towns, described by Dodge as "a much harder place than North Platte." In June 1867, before the rails arrived, Julesburg housed 40 men and a woman. Six weeks later, after the first train pulled into town, the population had burgeoned to over 4,000 and was known as the "Wickedest City in America." As described by one correspondent:

Julesburg continues to grow with magic rapidity and vice and crime stalk unblushingly in the midday sun. General Augur and staff returned here last Friday evening and nothing would do but they must see the town by gas light. I sent for Dan Casement to pilot us. The first place that we visited was a dance house, where a fresh importation of strumpets had been received. The hall was crowded with bad men and lewd women, Such profanity, vulgarity and indecency as was heard and seen there would disgust a more hardened person than I. The next place visited was a gambling hell where all games of chance were being played. Men excited with drink and dally were recklessly staking their last dollar on the turn of a card or the throw of the dice. Women were cajoling and coaxing the tipsy men to stake their money on various games; the pockets were shrewdly picked by the fallen women or the more sober of the crowd.⁸

⁷As quoted in Mark Junge, "Union Pacific Depot," National Register of Historic Places Inventory—Nomination Form, February 1972.

⁸As quoted in David Haward Bain, *Empire Express*, 380.

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When a group of gamblers contested the platting of Julesburg by squatting on town lots, Dodge sent in Jack Casement and a contingent of his tracklaying crew to restore order. Casement's men set upon the squatters, opening fire on them indiscriminately. Later Casement showed Dodge the town cemetery and said, "They all died in their boots and Julesburg has been quiet since." Many of the hell-on-wheels towns no longer remain, lasting no longer than it took the railroad to move westward to the next division point.

The construction crew made it as far as Granite Canyon, a station twenty miles beyond Cheyenne, before shutting down for the winter. Prospects for the Union Pacific looked promising. The railroad had accrued \$3.8 million in government subsidies for 1867. Government business, commercial freight hauling and land sales had netted about \$2 million. The Union Pacific was operating regular service over its 517-mile length. As most of the workers laid off by the Casements returned to winter over in Cheyenne, the contractors were stockpiling materials for the more challenging mountain segments that lay ahead in southern Wyoming. Despite the outlook of heavy construction, beginning with the immense Dale Creek Viaduct (then the highest railroad bridge in the world), the UP directors were predicting that 350 miles would be built in 1868.

The winter of 1867-1868 was relatively mild in Wyoming. Late that winter crews began working on the railroad in advance of the tracks, as far west as Fort Sanders near the future site of Laramie. The trestle bents were completed for the Dale Creek Viaduct, and the L.B. Boomer Bridge Works had begun shipping chords for the truss superstructure from Chicago. And ties were being stacked along the route in anticipation of the tracklaying that would resume shortly. Work resumed in earnest in March; by April 5 the men had passed the Sherman station, the highest point on the Union Pacific line. Later that month the tracks reached Laramie, where the railroad quickly built a roundhouse and maintenance facility similar to Cheyenne's [see *Figure 11*]. According to historian David Bain:

Before the tracks were run past the new station at Laramie, a tent town had sprung up on the riverbank, populated by speculators and entrepreneurs and other fast-buck artists. On auction day, the railroad men could barely record the sales quickly enough. Some four hundred plots were sold within a few days at prices ranging from \$25 to \$260, and in another ten days no fewer than five hundred shacks had been slapped together. The first regular passenger train would ease its way slowly over the new, raw mountain grades on May 9, its coaches raucous with saloon keepers, gamblers, peddlers, tradesmen, brothel owners and their "prairie flowers," the flatcars spilling over with all of their various paraphernalia and with towering stacks of dismantled building sections. Hell on Wheels had advanced a little farther into the West.⁹

That spring and summer the Casements' crew pushed steadily westward from Laramie, making about three miles per day. On July 1, 1868, the rails had reached Benton, Wyoming, a hell-on-wheels town described by Jack Casement as "the meanest place I have ever been in." At Rawlins five weeks later, the railroad built another roundhouse and maintenance facility [see *Figure 12*]. As the tracks approached Green River in September, a squatters' town sprang up alongside the site where the railroad built a temporary bridge over the

⁹David Haward Bain, 478.

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■ Figure 11. Union Pacific depot and shops at Laramie, Wyoming, 1868.

river [see *Figure 13*]. Grenville Dodge noted that the town was situated in the bottomland near the river and would certainly be flooded during high water. Rather than rout out the speculators as he did at Julesburg, he instead sited the railroad's roundhouse complex at Bryan, some twelve miles west of Green River, and the town picked up and moved to the railroad's new division point.¹⁰ From Bryan the tracks stretched to Gran-ger, the junction of the Oregon and Overland trails.

¹⁰Bryan proved to be less than suitable for a maintenance facility, due to a lack of available water. By 1872 the Union Pacific had moved its complex back to Green River.

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■ Figure 12. Union Pacific depot and shops at Rawlins, Wyoming, 1868.



s winter began to descend in November 1868, the construction army angled southwest from the Red Desert toward Utah. Near the southwest corner of Wyoming Territory, the railroad located the Evanston station, named after Division Engineer James A. Evans, who had been responsible for much of the surveying on the line. Camp followers expected the Union Pacific to establish a division point here. Harvey Booth was one of the first to set up shop in a tent on Front Street, in which he opened a restaurant and saloon. Frank Harrison, a doctor who had been following the construction crew westward, had purchased the first town lot for \$200. E.S. Crocker, who, like Harrison, had followed the railroad across Nebraska and Wyoming, became the first telegraph operator in a building across from the freight house. By the

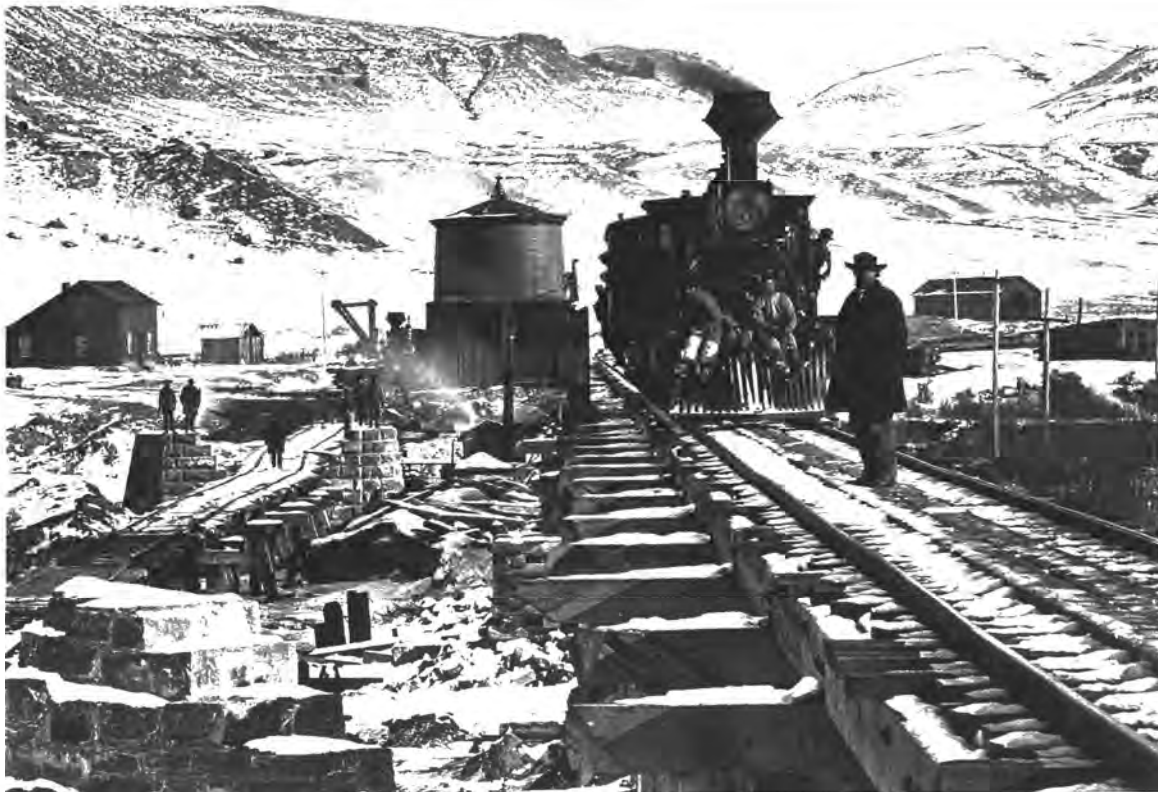
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time the first locomotive steamed into the fledgling town on December 16, 1868, some 600 people were settling in for the winter. General Williamson, who was responsible for laying out towns along the UP, had platted Evanston along the Bear River. But Dodge surprised the settlers by locating the division shops, not at Evanston, but at Wasatch, eleven miles west in Utah Territory. "Here machine shops of wood were hastily constructed," stated historian Elizabeth Stone, "so-called 'rag-houses' of canvas and wood were hurriedly put up, and two thousand people flocked in."¹¹ Booth stayed put, but Harrison traded his Evanston lot for one in Wasatch, and he quickly set up shop again in a makeshift tent.



■ Figure 13. Union Pacific bridge at Green River, Wyoming, 1868.

Here the railroad closed down for the winter. Wasatch, at an elevation of 6,000 feet, was bitterly cold, prompting one wag to comment that coffee spilled in his saucer would freeze before he could pour it back into his cup. Work resumed early the following March, as the railroad pushed westward across northern Utah. On

¹¹Elizabeth Arnold Stone, *Uinta County: Its Place in History* (Laramie, Wyoming: Laramie Printing Co., 1924), 85.

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May 10, 1869, a small coterie of workers and officials watched the driving of the ceremonial golden spikes at Promontory, Utah [see *Figure 14*]. Americans from coast to coast recognized this moment for the watershed event that it was. "It is," stated editor Samuel Bowles at the time, "the unrolling of a new map, a revelation of a new empire, the creation of a new civilization." The importance of the transcontinental railroad could hardly be overstated. The slender steel strand represented a symbolic joining of East and West—at a critical



■ Figure 14. Driving the Golden Spike at Promontory, Utah, May 10, 1869.

time for a nation still deeply divided following the Civil War—and a coming of age for the country, politically, technologically, economically and socially. The *Cheyenne Leader* captured the national euphoria:

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Human language is inadequate to portray, in proper shape, the magnitude and importance of the work just completed. Even imagination is weak in its conceptions of the grandeur of results which shall unfold, in full and immediate realization of untold benefits to humanity. The driving of the last spike of the Pacific Railroads has not only united with indissoluble bonds of friendship the two extremes of our own land, but has inaugurated a revolution in the commerce of the entire globe. . . Throughout our entire Union the electric chime of joyous bells, and the simultaneous boom of rejoicing cannons, in strangely concordant symphony, proclaimed, with each stroke of the silver hammer on the last golden spike at Promontory Point, the triumph of Peace over War—of mind over matter. With the increased facilities for commercial intercourse, thus afforded the sons of men, have we not reason to believe rapid strides have been made towards the millennium promised to man?¹²

The linking of the Union Pacific and the Central Pacific in remote Utah has been likened by historians to the signing of the Declaration of Independence in terms of historical significance. Certainly the railroad was pivotally important to Wyoming. The Union Pacific brought a series of towns to Wyoming where none had existed previously. In peculiarly American fashion, the railroad formed the leading edge of development, as railroad-created towns were established in advance of outlying rural settlement. Agriculture and mining soon followed, once the means to ship large, cumbersome loads—cattle, ore, machinery—was in place. As the previously inaccessible region became accessible, population grew and other infrastructural elements—wagon roads, stores, churches and schools, government, social order—soon developed in and around the nexuses formed by the railroad towns.

Wyoming, with its rich mineral resources and abundant grazing lands, was primed for development by the Union Pacific. Once a part of Dakota Territory, Wyoming was granted territorial status of its own as the railroad construction had progressed halfway across the territory in 1868. At that time close to 20,000 Anglos lived here—most of them transient—a substantial increase over the hundreds that populated the territory only shortly before.¹³ The Union Pacific provided a tremendous impetus for future social and economic growth of Wyoming and the Rocky Mountain West. Pioneers who had previously passed through the region could now be assured materials and supplies needed for existence and be guaranteed a ready outlet for their products. The transcontinental railroad virtually transformed the West.

¹²"Victory," *Cheyenne Leader*, 14 May 1869.

¹³Historian Robert Athearn summarized the impact upon Wyoming made by the Union Pacific:

The route west was old, but the means of travel was new, and those who followed the rails had high hopes exploiting Wyoming resources hitherto denied them because of transportation costs. (In 1868) the commissioner of the General Land Office spoke of iron, coal, gold, forests, grazing lands, soda deposits, and medicinal springs in his annual report. All these resources were now more promising because of their sudden nearness to more populated portions of the nation. Before it had penetrated Wyoming even halfway, the Union Pacific had spawned a new western territory and had changed the political map of the United States.

Robert G. Athearn, *Union Pacific Country* (Lincoln: University of Nebraska Press, 1971), 66.

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For the nascent community of Evanston in western Wyoming, the railroad represented a powerful economic engine. The town had received new life in 1870, when the railroad moved its division shops back here from Wasatch. Mormon Bishop Sharp was contracted to build a stone roundhouse and shop buildings. Using a crew of 150 men, he completed the buildings in the summer of 1871; on July 4, the railroad moved its rolling stock to the new facility, as the townspeople celebrated.

The centerpiece of the new shop complex was the engine house, built where the present-day city hall is located. Engine houses were large-scale structures used to shelter locomotives for storage or maintenance. They were generally located at terminal or division yards, at junction stations or at points where engines were housed and changed. When used to perform maintenance and/or repairs to engines, they were typically ganged with auxiliary structures such as coal chutes, water tanks, oil and sand houses and storage and maintenance sheds. The size, configuration and materials used for engine houses were dependent upon their relative importance, location, prosperity of the railroad, amount of traffic and availability of materials. "Relative to how substantial and fire-proof a structure to erect," civil engineer Walter Berg stated, "the importance of the house, in connection with the operation of the road, should be considered." He continued:

If the building is to serve as an auxiliary house at some subordinate point, or intended to house one or more engines for a branch line at a junction point, the choice of a cheaper class of building is warranted, as, in the case of fire or a rush of business, engines can be drawn from other points and allowed to stand on open tracks. If, however, an engine-house is to be located at an important terminal or division yard, where the traffic is consistent and steady and large interests would suffer in case of a fire or a block, tying up a large number of engines at once, then the best policy is to build as first-class and substantial a structure as the financial condition of the road will permit.¹⁴

Engine house designs were divided into two categories descriptive of their configuration and appearance: roundhouses and square houses. Square houses were typically used for smaller operations in which only a handful of engine bays were needed. More typically rectangular, with a free-spanning frame or iron roof system, they were generally configured with the doorway(s) situated at one gable end. Inside, parallel pairs of tracks formed two or more bays, with the length of the building dimensioned to accommodate one or two engines in each bay. With their limited capacity, square engine houses were typically used to house engine maintenance at smaller complexes.

Larger engine houses were almost always configured as circular or polygonal buildings—roundhouses—with evenly spaced stalls or bays arrayed in a fan around a central turntable. The circle could be complete (called a closed or full-circle roundhouse) or a segment (called an open or segmental roundhouse), with wedge-shaped bays added or subtracted as needed. Like square houses, roundhouse stalls were proportioned to engine lengths and ranged from 60 feet to 112 feet in depth. Masonry firewalls were typically incorporated at intervals between bays to contain the inevitable engine fires. According to Berg:

¹⁴Walter G. Berg, *Buildings and Structures of American Railroads* (New York: John Wiley & Sons, 1893), 180.

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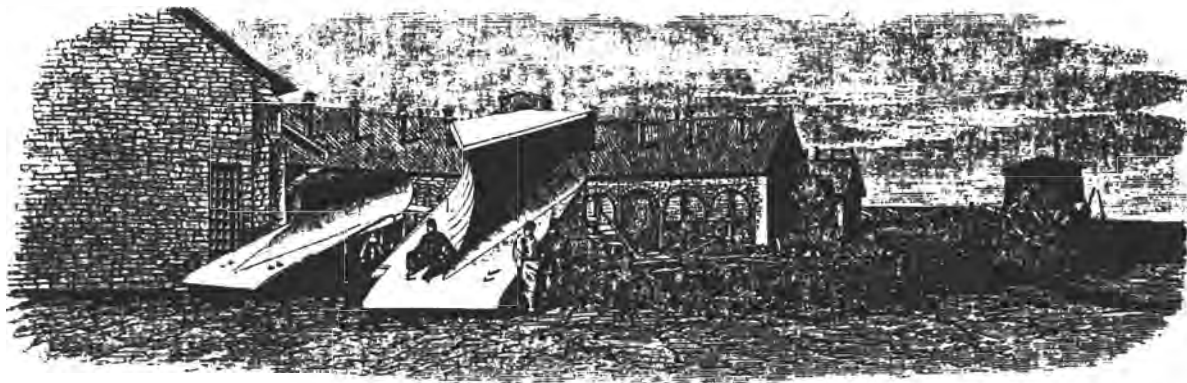
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It is customary to provide two passage-ways into a closed round-house, through two of the stalls, so that in case of a block on one track the other track can be used. Two approach tracks to the turn-table are frequently introduced in a segmental roundhouse, but in this case they do not usually run through the building, but in front of it, so that all stalls in the building are available to stand engines.¹⁵

Square and round houses were built with a variety of materials, ranging from simple frame structures with weatherboard or corrugated iron siding and shingle roofing to substantial brick or stone masonry structures with fireproof metal or slate roofs. These roofs usually featured clerestories or dormers to ventilate the buildings and direct sunlight to their interiors. (Ventilation of the engines' stacks was often augmented by smoke jacks—*asbestos* or metal roof hoods that fit over the smokestacks.) Structural systems similarly ranged from wood frame walls with rafters or combination wood/iron roof trusses to masonry bearing walls and free-spanning iron roof trusses. Ironwork in the roof was often limited or protected because of the corrosive nature of the sulfuric engine exhaust. Floors could be concrete, stone, cinder, asphalt or timber. Exterior walls were typically punctuated with large transomed doorways—virtually always hung in pairs—on the turntable-side walls and numerous multiple-pane windows on the outside walls.



Designed by UP civil engineers in Omaha, the roundhouse at Evanston held ten 55-foot-deep stalls, five 65-foot-deep stalls and five 82-foot-deep stalls. The building featured stone ashlar exterior bearing walls lined with double-leaf locomotive doorways, and a ribbed steel roof supported by wooden trusses and punctuated with numerous ventilator stacks [see Figure 15]. The roundhouse was organized in



THE SNOW-PLOWS OF THE UNION PACIFIC AT EVANSTON.

■ Figure 15. The Snow-Plovs of the Union Pacific at Evanston, from *Leslie's Illustrated Weekly*, 24 November 1877.

¹⁵Berg, 183.

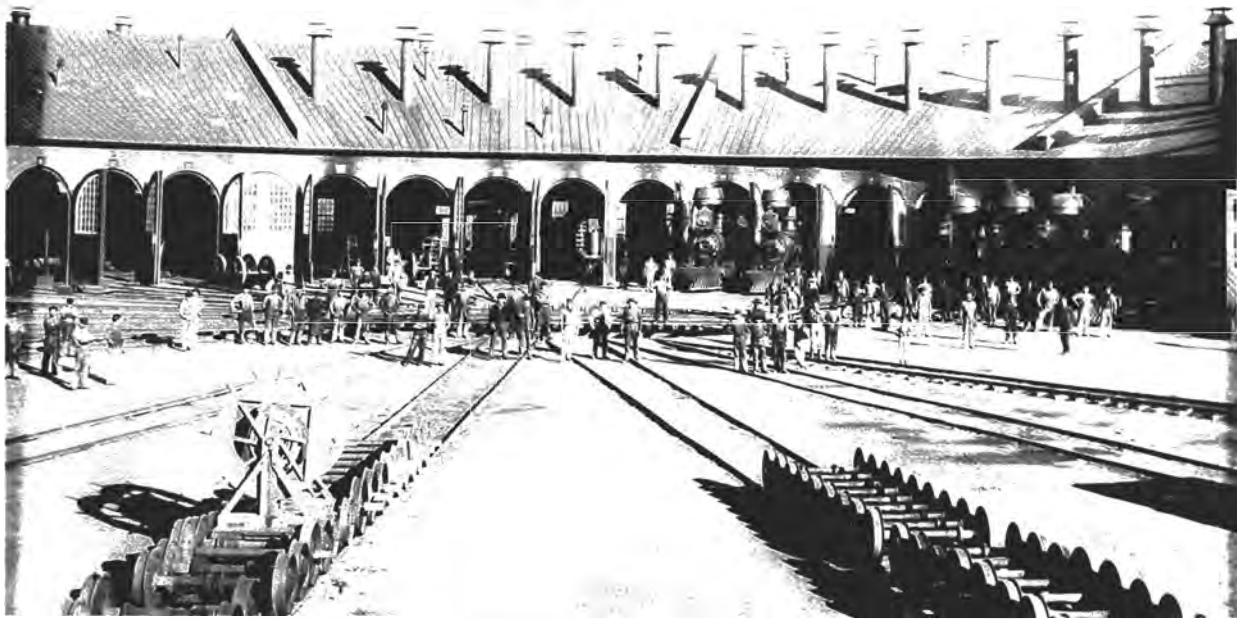
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four five-stall segments, with masonry firewalls separating each segment from the adjacent stalls. These stalls fanned in a semi-circle around a 55-foot-long, wrought iron deck-girder turntable [see Figure 16].



■ Figure 16. Original 1871 roundhouse at Evanston.

Evanston functioned as the division point in the 186-mile stretch between Green River, Wyoming, and Ogden, Utah. The facilities here were used to maintain rolling stock for the UP main line, as well as the Oregon Short Line and the Oregon-Washington Railroad. Along with the roundhouse, the railroad constructed a complex of shops and offices, as listed in this early inventory:

Bridge and building supervisor's office; bridge and building clerk's office; bridge and building store room; car enters' shop; two lime houses; two paint shops; three coal houses; store house; oil house; master mechanic's office; water tank, wooden tub, capacity 35,250 gallons water supply from Bear River, quality and supply good; boiler house; boiler room; engine room; blacksmith shop; car shop; lumber room; carpenter room; bolt room; two store rooms; store house; office; oil house; underground sand house, tin roof; pump house, tin roof; coal bin; car repairer's office.¹⁶

¹⁶"Union Pacific Shops: A Railroad That Has Done Much to Upbuild Evanston." Typewritten report, located at Uinta County Public Library.

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Wasatch quickly withered, as railroad employees and townspeople moved back to Evanston. Soon it was completely depopulated. With the UP back, Evanston thrived. There was little question about the economic impact the railroad had on the town. Of the \$500,000 property valuation of Uinta County in 1870, almost \$450,000 belonged to the Union Pacific and the Western Union Telegraph companies. This changed only by degree as the town developed over the following decades. In 1871 Evanston's first public school opened above a saloon on Front Street. That year the Baptists built the town's first church. The Methodists built their own church on a lot donated by the railroad. They were followed by the Presbyterians, Episcopalians and Mormons. Two newspapers soon began printing.

In 1873 Evanston was incorporated as a city, but the city government was suspended within a couple of years as too expensive. Meanwhile, a downtown commercial district grew on Front and Main streets near the railroad complex, and a residential neighborhood grew around Sage and Summit streets. Behind all this growth, the railroad remained the town's largest employer during the 19th century. "Like all railroad towns, Evanston has labored under the disadvantage of a changing population," stated Elizabeth Stone, "but she is indebted to the Union Pacific for many of her most valued citizens, as well as for her existence."¹⁷



Evanston grew incrementally in the 1870s and 1880s, alternately prospering and suffering—along with the railroad—in response to national economic cycles. The rail yards expanded gradually, as the UP built more offices and shops over time. In 1885, for instance, the railroad built extensive coal chutes here. But the Union Pacific itself was struggling. The railroad had in fact been laboring under financial hardship almost since its inception. The UP had been prevented from building branch lines by its Congressional charter, and shipping revenues from traffic through the sparsely settled West were barely sufficient to sustain the railroad's operation. The company's monopoly on western rail transportation lasted only briefly before other corporations began stretching lines into the region. Without the ability to tap directly into lucrative markets such as the mining districts of Montana and Colorado, the Union Pacific was unable to forestall its competition and was reduced to lending rails and equipment to other concerns to encourage construction. The UP thus found itself increasingly unable to compete with other lines stretching into the region. "We. . . are like an apple tree without a limb," UP President Sydney Dillon stated in an oft-quoted speech to the UP directors, "unless we have branches there will be no fruit."¹⁸

In 1873 the UP had been both a contributor to and a victim of a nationwide financial panic. The panic had been triggered by the bankruptcy of financier Jay Cooke, principal investor for the Northern Pacific Railroad.

¹⁷Elizabeth Stone, 150.

¹⁸As quoted in Robert Athearn, 224.

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Cooke's failure in turn resulted in a series of bankruptcies that crippled the nation's rail network. The ensuing financial depression brought the usual constriction in the money supply and the general rush to unload stock and bond holdings. For the railroads, the loss of confidence among investors was exacerbated by the nationally reported scandal involving Credit Mobilier, the finance company organized to pay the construction costs of the Union Pacific. Suspicious purchases with UP stock and federal subsidies, missing funds and preferential stock sales by corporate insiders to members of Congress all combined to bring the UP and other railroads into even greater disfavor around the country. The Panic of 1873 drove some 77 American rail companies into receivership, including—almost—the Union Pacific.

The UP barely survived the Panic but was still dogged by troubles from competitors. To make matters worse, the railroad was further hamstrung by the Thurman Act of 1878, passed by Congress in reaction to the Credit Mobilier uproar. The Thurman Act required that the greater part of the UP's profits be set aside into a sinking fund to guarantee repayment of the government's subsidy bonds, due in the 1880s. With much of its operating capital thus encumbered, the Union Pacific was unable to make needed improvements, maintain its rolling stock and right of way or build subsidiary lines.

Jay Gould tried to build the UP into a viable enterprise in the 1870s and 1880s by merging the Union Pacific with the Kansas Pacific to give the railroad a better entree to the East. He was on the verge of bringing the Missouri Pacific into the fold and thus creating a truly transcontinental line but backed off after a subsequent financial panic in 1884. Then Charles Adams tried to manage the unwieldy mess but, after six of what he called the most frustrating years of his life, he admitted defeat. Gould resumed control of the UP in 1890, before going into a sort of receivership himself. In 1892 the old man died, leaving his fortune, his railroads and his desire to control a coast-to-coast road to his son George Jay Gould. But it was too late for the Union Pacific. Starved for traffic, throttled by the government and facing millions of dollars of debt, the railroad declared bankruptcy in October 1893.

The UP emerged from receivership five years later as "two dirt ballasted streaks of rust." Despite its poor financial condition and decrepit physical state, the company had managed to keep its properties intact. It would be up to its new president Edward H. Harriman to forge it into a viable entity. Harriman's scheme was to transform the UP into the western trunk of a truly transcontinental railroad, with either the Baltimore & Ohio or the New York Central as the eastern leg. To this end he re-acquired the Oregon Short Line, acquired the Southern Pacific and built a new line from Salt Lake City to Los Angeles. Harriman also spent some \$9 million shortening distances, straightening curves and reducing grades soon after taking over, so that the railroad could function more efficiently with much heavier trains. He was largely suc-

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cessful.¹⁹ Before he died in 1909, Harriman had resurrected the Union Pacific into the forerunner of western rail traffic. He secured financial backing from the powerful Kuhn, Loeb & Co. Banking house to put the Union Pacific in an unusual situation for a Western railroad—it was cash rich. "Applying a combination of talent and hard work," stated one historian, "Harriman and his associates rebuilt the Union Pacific into one of the strongest, most efficient, and most profitable railroads in the United States."²⁰

Under Harriman's direction, the Union Pacific upgraded much of its trackage, which had been initially laid hurriedly and then allowed to deteriorate after years of deferred maintenance. By 1909 the UP had rebuilt some 253 miles of road on its main line and Kansas division, shortening the route by 54 miles, double-tracking much of the main line and eliminating almost 4,500 vertical feet of grade. The railroad replaced almost 100,000 feet of timber trestle, including the immense Dale Creek Bridge. Also during the Harriman administration, the UP embarked on an aggressive program of building construction. Between 1898 and 1909, the company built 45 new section houses, 58 new stockyards, 7 roundhouses, 36 depots and 286 other structures. Up and down the line the railroad constructed substantial masonry railroad depots to replace the earlier frame buildings. The passenger depot at Evanston, built in 1900, was among these new structures.

In little over a decade, Harriman had virtually transformed the Union Pacific into the driving force of western railroading. He had spent some \$160 million building new facilities, rebuilding rails, acquiring new lines, purchasing rolling stock and generally improving the company. As a result, the railroad became perhaps the most efficient of its scale in the country. The Union Pacific was at last turning a handsome profit when Harriman's successor, Robert Lovett, took over the helm in 1909. Lovett took up where Harriman had left off, proposing further improvements soon after taking office. He and his successors continued to nurture the company, as the Union Pacific thrived in the 1910s and 1920s.



uring this time the railroad complex at Evanston developed in stages, as new structures were built or modified to accommodate the increasing traffic along the line [see Figure 17]. The roundhouse remained the central feature of the complex. It underwent extensive repairs when a fire partially destroyed the building in June 1908. The original iron turntable had been replaced in 1899 with a 66-foot-diameter steel structure fabricated by the Lassig Bridge & Iron Works. The girder-type turntable was housed in a stone-lined pit, with a frame donkey cab mounted to one side of the structure; in 1910 this cab was replaced.

¹⁹Harriman did suffer one major setback when the Supreme Court in 1913 forced the Union Pacific to divest itself of its Southern Pacific holdings, as a violation of the Sherman Anti-Trust Act. The SP became a separate line, along with the old Central Pacific from Ogden to San Francisco. Although they were independent entities, these so-called Harriman lines functioned cooperatively.

²⁰Howard R. Lamar, ed. *The Reader's Encyclopedia of the American West* (New York: Harper & Row, 1977), 1205.

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■ Figure 17. Evanston Railroad Complex, 1910.

In the summer of 1912 the Union Pacific announced that it would undertake an extensive upgrading of the Evanston facilities, beginning with construction of a new 28-stall roundhouse west of the existing building. With timber frame superstructure and brick exterior walls, the substantial new building would feature deeper stalls to house thirty new engines then being built for the UP. The Evanston roundhouse was patterned after a UP design standard [see Figure 18], with twenty-five 96-foot stalls and three 114-foot stalls. The *Wyoming Times* described the proposed structure:

The building is to have 28 stalls each 100 feet deep, to accommodate the larger type of locomotives soon to arrive for service here. The new building is to be of stone and will be located just west of the machine shops, where the ground is now being cleared. It will be steam heat and electric lighted, and the improvements will also include a large, new turn table to accommodate the new engines—of which there are eight passenger and nineteen freight soon to arrive.²¹

²¹"New Round House Sure." *Wyoming Times*, 29 August 1912.

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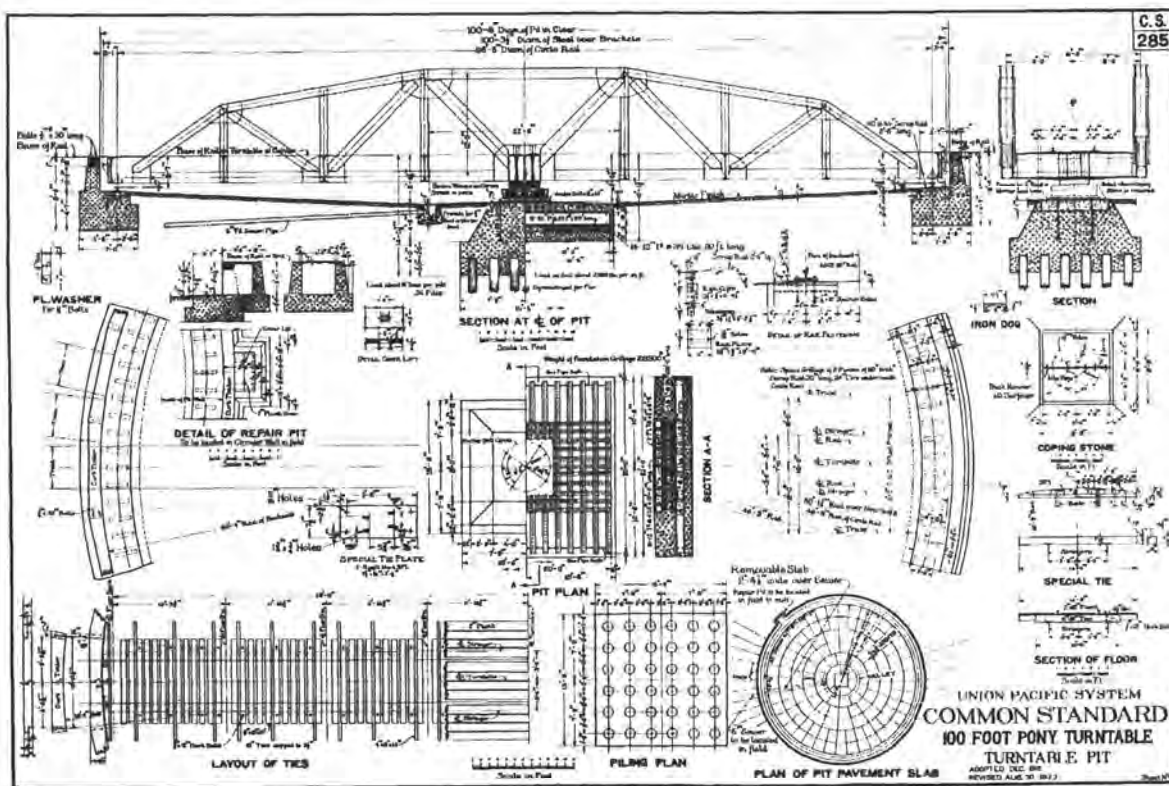


Figure 19. Union Pacific Railroad standard 100-foot pony truss turntable, December 1912.

[railroad] company consider[s] Evanston a most logical point for general shops, and intend[s] to eventually do the heavy work here which is now being done in Ogden. The officials say they are more pleased with conditions here at present than for some time and expect to do more work here. Evanston is on the map.”²³

In September the railroad let the contract for the new roundhouse to the James Stewart Company of Salt Lake City. With a December deadline looming, Stewart wasted little time in getting started. His crew began work by clearing existing residential buildings from the property and excavating for the foundations. In November the railroad dispatched a special train loaded with materials and laborers to assist Stewart in the construction. “An army of men and teams are at work and vast excavation is being made,” the *Times* reported

²³“Good News Again.” *Wyoming Times*, 19 September 1912.

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that month.²⁴ By the end of the month the foundations were almost complete, and bricklayers were beginning to build the exterior walls while carpenters were framing the interior bays. Despite the railroad's intention to complete the massive building before winter set in, the contractor was forced to quit work late that year and resume the following spring. Stewart finished work on the turntable in July 1913 and the roundhouse in October [see *Figure 20*]. Total cost: \$15,000 for the turntable and \$185,000 for the roundhouse



■ Figure 20. Evanston 1913 roundhouse.

While the roundhouse was under construction in 1913, the railroad began building and rehabilitating several other structures in the Evanston complex. In September 1913 the Power House, a substantial masonry structure that housed the electrical generating equipment for the complex, was completed for almost \$20,000. Appurtenant structures—an oil house, three chain grate stokers and coaling station—were built on or near this building over the next five years. In October 1918 the new Machine Shop was completed for a cost of \$62,000 [see *Figure 21*]. A large single-story building with steel superstructure and brick exterior walls, it replaced the

²⁴"Roundhouse Material." *Wyoming Times*, 14 November 1912.

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old Machine Shop, a frame structure built around the turn of the century. A year later the hose house was completed, and during the 1910s such ancillary buildings as the scrap bins, jap house, scale house, sand house, explosive storehouse, office building, engineers' dressing room, recreation building and several platforms and stock enclosures were built or moved onto the site [see *Figure 22*].



■ Figure 21. Evanston 1918 Machine Shop.



World War I proved to be a boon for railroads, as the US Railroad Administration loosened many of the restrictions that had restrained the UP earlier in the century. Under the wartime administration, railroads could pool equipment, share depot and shop facilities, consolidate shipments, standardize designs and, most importantly, raise rates. The UP hauled trainloads of war materiel and troops, as well as commercial shipments, charging considerably higher passenger and freight rates. At war's end the railroad received \$8 million from the government for wartime depreciation of the lines. After passage of the

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Transportation Act of 1920, the Union Pacific system began to coalesce into a more comprehensive national network of mainline roads and feeder routes. But the UP—and all of America's railroads, really—was facing the prospect of diminishing business due in large part to the ascendance of the automobile. In 1920 rail passenger traffic peaked at 47.4 billion passenger miles. This number declined steadily in the 1920s to some 27 billion passenger miles by 1930. Freight traffic underwent similar decreases, as motorized trucks gradually carried more short-haul and, to an increasing extent, long-haul shipments.

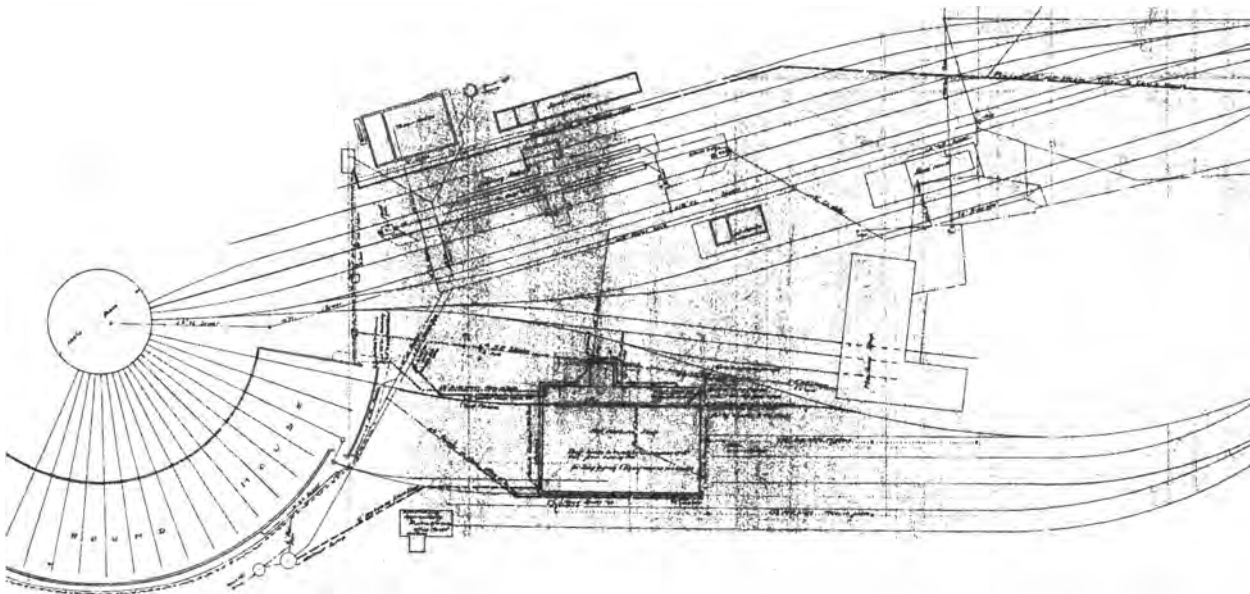


Figure 22. Evanston Railroad Complex Site Plan, 1917.

During this time the Evanston shops underwent a period of relative stability. Other than the extension of ten roundhouse stalls to a 104-foot depth, little construction was undertaken on the major structures. News articles with headlines proclaiming "Shops Here Are Working at Capacity" and "Shops at Evanston Doing Great Work" sought to reassure townspeople about the future role the railroad would play in Evanston. In March 1926 a UP representative stated that "We have no idea whatever of closing the Evanston railroad shops—there is nothing in the cards to that effect—but to the contrary, the U.P. has on the way now \$9,000 worth of new equipment and tools to be placed in the local shops, and more work will be done."²⁵

²⁵"Railroad [sic] Official Talks." *Wyoming Times*, 11 March 1926. The official continued:

So far as I know the matter of abolishing the Evanston shops has never come up for consideration. I believe that

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Despite repeated assurances from UP officials that the Evanston terminal would remain open, the railroad announced later that month that it was discontinuing crew changes at Evanston for its trains. The new engines then being put into service were larger and faster than the locomotives they replaced, allowing crews to run straight through from Green River to Ogden, without changing in Evanston. Additionally, the engines were much more efficient and required less maintenance than their predecessors. Even more damaging to Evanston than the shift in crew policy, the UP would close its maintenance shops here.

With so much of Evanston's economy based upon railroad revenues, the depression caused by this move was palpable. "It is a parasitic attitude to assume that the railroad payroll is something to which we have an inherent right," the *Press* scolded. "As a community we have lived upon it for years upon end—without though, or at least without action looking to establishing any basic independent industry... The *Press* does not hold with local people who criticize officials for doing the things that they are under the deepest obligation to do. A railroad is not an institution that can be run alone for its employees; and certainly the interests of a few good people in any particular town are not paramount to the greater efficiency and the greater capacity for service of the road itself. The important thing, then, is to use our isolated attitude and for each person, to achieve something of a constructive nature."²⁶

The news was bad indeed for Evanston, but it proved short-lived. In November, after persistent lobbying by a local citizens' delegation, the railroad reversed itself and re-opened the shops. The facility would employ only about 45 men and it would be used to maintain and repair only 28 locomotives in use on the Utah lines. But its re-opening buoyed the community and gave hope that a more permanent solution may be at hand. "The railroad company has been engaged in a series of experiments," the *Press* reported. "Those experiments have seemed to work an injury to Evanston—but it would seem that a resumption of the shops here, together with many other evidences of good will on the part of the Union Pacific indicate that the town has a permanent place in the scheme of the company's work. For the first time since these experiments started last March, citizens feel easier and you cannot convince us that we are not to be fully restored."²⁷

In February 1927 the railroad announced that it would expand its repair shops at Evanston. The existing reclamation plants at Green River, Laramie, Denver, Grand Island, Hastings and Marysville would be closed and overhauling of several classes of rolling stock on the Union Pacific lines consolidated into the Evanston facility. Additionally, the railroad would establish a plant to manufacture concrete fence posts for use along its right-of-way lines. About 100 men would be employed here. "For a long time the people here have seen

if property owners in Evanston would lose their panic and try honestly for betterments, that the city would experience no bad effects from the action now taken, and I believe that property values will stay as sound now as they ever have been.

²⁶"Train Crews To Run through Evanston." *Wyoming Press*, 13 March 1926.

²⁷"Evanston to be a Railroad Center." *Wyoming Press*, 13 November 1926.

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nothing but the hole in the doughnut," the *Press* stated, "and it is only natural that many, now that the 'meaty' part is actually in sight, should have a nightmare as to the hole. But, take it from us, you are one of the original pessimists if you do not see the glories of a rising and not a setting sun for Evanston."²⁸ As scores of mechanics began moving back into town, real estate values increased and commerce boomed.



■ Figure 23. Cliff Stewart bending and threading brake beam rods in Roundhouse, circa 1960.

car parts and right-of-way signs. In the new Machine Shop, mechanics repaired heavy equipment such as snowplows, caterpillars and electric generators. The roundhouse held the blacksmith forge, tin shop, hose shop, valve shop and boiler shop [see Figure 23]. "We had better than 1,000 items we reclaimed or rebuilt," stated longtime employee Elmer Danks. "These ranged from making sashes for passenger cars to rebuilding push cars for the railroad."²⁹ From outward appearances, the complex looked little changed since the 1920s [see Figure 24],

²⁸"We Begin to See Some of the Doughnut." *Wyoming Press*, 19 February 1927.

²⁹Quoted in "Evanston's Roundhouse, A Symbol of the Good Times and Hard Times over the Past 71 Years." *Uinta County Herald*, 30 December 1983.

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■ Figure 24. Evanston railroad complex, circa 1955.

The reclamation plant provided steady employment during the Depression, and during World War II its workforce increased to as many as 325 men—and for the first time, women.³⁰ In the late 1950s the railroad began replacing its steam locomotives with diesel engines. Modern production methods and lower prices for new equipment prompted work at the shops to diminish steadily through the 1960s. By decade's end

³⁰According to the *Uinta County Herald*:

With the increased workloads and drafting of men for the war, Union Pacific opened the doors of employment to women in positions traditionally occupied by men. Bernice Pringle hired on as a result of the needs created by the war. Over the four-and-a-half years she remained employed at the reclamation center she served as a mechanic's helper, grinding piston packings and later moved on to work with 12 different mechanics in various capacities. "They treated us really good," she said. "We had to join the union and go to union meetings but I got the same pay as a regular helper."

At war's end Pringle and the other women working at the plant turned their jobs over to men returning to Evanston.



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fewer than 100 people were employed here. On December 31, 1971, the railroad again closed the shops—this time for good—and a year later turned the 27-acre complex over to the City of Evanston.

Wyoming Governor Stan Hathaway then began searching for a suitable use for the complex, contacting the US Department of Economic Planning and Development and the Office of Emergency Planning. As a result of this, the City in 1974 leased the property to the Wyoming Rail Car Corporation. The company, and, after 1979, its successor the Union Tank Car Company, used the facility to rehabilitate, maintain, sandblast and paint rail cars. Union Tank Car occupied the site before moving to a new property in 1998. Soon after, the City began rehabilitating the buildings. The Machine Shop has been rehabilitated entirely and is used as an events center by the City. The roundhouse has undergone stabilization of its roof and walls and awaits full rehabilitation.



As it turned out, the extended occupation of the Evanston Complex proved to be a boon for the buildings' preservation. All along the transcontinental railroad, as engines became more efficient and more reliable, maintenance facilities were being decommissioned in the 1930s, 1940s and 1950s. The railroad demolished roundhouses, engine houses, machine shops, car repair shops, powerhouses, section houses, freight depots and other support structures by the hundreds, with little regard for historic preservation. Only Evanston's continued service as a reclamation plant saved its structures from demolition.

Other rail companies in America followed the same retirement and demolition policy as the Union Pacific, and, as a result, roundhouses have become increasingly rare. The National Railway Historical Society has identified some 193 roundhouses still in existence in the country, out of the thousands originally built in the 19th and early 20th centuries. Of these, only 39 are located west of the Missouri River. And of this number, only four roundhouses—in Evanston and Cheyenne, Wyoming, and Hugo and Sterling, Colorado—were erected by the Union Pacific or Central Pacific railroads. Only two roundhouses—at Cheyenne and Evanston—remain from the original transcontinental railroad.

Although it has been recently rehabilitated, the Cheyenne structure has been pared back considerably from its original semicircular configuration to a single seven-stall wedge, and its turntable is a steel plate girder structure. The Sterling and Hugo roundhouses are similarly configured segments. Only the Evanston Roundhouse, with its 28-bay original configuration and its pony truss turntable, remains in original condition. Its integrity and its significance are bolstered by the associated buildings that make up the complex. No other maintenance complex on the transcontinental railroad even approaches the Evanston facility in terms of completeness and state of preservation. The Union Pacific Railroad Complex in Evanston thus stands as the last intact example of this important aspect of American history.

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United States Department of the Interior
National Park Service

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UNION PACIFIC RAILROAD COMPLEX Uinta County, Wyoming

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United States Department of the Interior
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National Register of Historic Places
Continuation Sheet

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10. Geographical Data

Acreage of Property approximately 15 acres**UTM References**

(Place additional UTM references on a continuation sheet)

A 12 502820 4568570
zone easting northingB 12 502690 4568470
zone easting northingC 12 502330 4568790
zone easting northingD 12 502410 4568790
zone easting northingE 12 502500 4568780
zone easting northing**Verbal Boundary Description and Justification**

(Describe the boundaries of the property and explain why the boundaries were selected on continuation sheet)

11. Form Prepared By

name/title Clayton B. Fraser
organization FRASER design date 1 December 2004
street & number 420 South County Road 23E telephone 970-669-7969
city or town Loveland state Colorado zip code 80537

Additional Documentation

Submit the following items with the completed form

Continuation Sheets**Maps**

- A USGS map (7½ or 15 minute series) indicating the property's location
- A Sketch map for historic districts and properties having large acreage or numerous resources

Photographs

Representative black and white photographs of the property

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

name/title City of Evanston
street & number 1200 Main Street telephone 307-783-6319
city or town Evanston state Wyoming zip code 82930

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

section number 10 page 52

UNION PACIFIC RAILROAD DEPOT Laramie County, Wyoming

Verbal Boundary Description

[Note: The district boundaries have not changed from the November 1982 nomination. The following description is taken from that National Register Nomination Form.]

The Union Pacific Railroad Complex boundary begins on the north side of Main Street approximately 352 feet northwest of the southeast corner of the intersection of Highway 30 and Main Street (Point B). This southwestern boundary follows the northeast side of Main [Street] for approximately 1584 feet to Point C located approximately 50 feet west of the northwest side of the roundhouse. The boundary then proceeds in a straight line 528 feet to point D where it meets and follows the southwest side of a complete railroad spur that diverts from and then rejoins the main tracks. It follows the spur for approximately 264 feet to Point E and then extends to the southeast along the spur approximately 1584 feet to Point A, an arbitrary point located approximately 30 feet east of the east edge of the frame store house. The southwestern boundary is an arbitrary line approximately 528 feet [long], which connects point A with the point of beginning.

This boundary is drawn in reference to existing streets and railroad tracks with arbitrary points utilized to connect existing reference points and define the site. The boundary was drawn to include the resources discussed within the nomination but not the rail lines, other than one spur, because many have already been removed and others are scheduled to be removed or changed. The staff felt the boundary should be defined by the spur which is least likely to change in the near future.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Union Pacific Railroad Complex

MULTIPLE NAME:

STATE & COUNTY: WYOMING, Uinta

DATE RECEIVED: 6/03/05 DATE OF PENDING LIST: 6/17/05
DATE OF 16TH DAY: 7/02/05 DATE OF 45TH DAY: 7/17/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05000708

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: Y

COMMENT WAIVER: N

ACCEPT RETURN REJECT DATE

ABSTRACT/SUMMARY COMMENTS:

Although the complex is an outstanding "complete" and intact example of a race-commonplace railroad complex with a roundhouse, the statement of its ^{national} significance is based on prominence of Union Pac. RR in the late 19th century, not on its role in early 20th century when it assumed its current configuration.

Return for USGS map

RECOM./CRITERIA Return

REVIEWER L McClelland

DISCIPLINE History

TELEPHONE _____

DATE 7/17/05

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY NAME: Union Pacific Railroad Complex (Additional Documents)

MULTIPLE NAME:

STATE & COUNTY: WYOMING, Uinta

DATE RECEIVED: 8/15/05 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 9/28/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05000708

DETAILED EVALUATION:

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A+C

REVIEWER L. McClelland

DISCIPLINE History

TELEPHONE _____

DATE 9/2/05

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



5-17-1986

Door on the SW facade of the UP- Powerhouse
Located at the Union Pacific Shop Complex at
the NE end of Main St. in Evanston, Wyoming
Uinta County

View is NE

Photographer: Richard Collier



5-12-1995

Side of UP Powerhouse

Located at the Union Pacific Shop Complex at
the NE end of Main St. in Evanston, Wyoming

Uinta County

View is NNE

photographer: Richard Collier



5-17-1995

Power House,

Located at the Union Pacific Shop Complex at
the NE end of Main St. in Evanston, Wyoming

Uinta County

View is East

Photographer: Richard Collier



7-23-1998

UP Roundhouse - Interior

Located at the Union Pacific Shop Complex at
the NW end of Main St. in Evanston, Wyoming
Uinta County

View is South

photographer: Richard Collier



7-23-1998

UP Roundhouse, Interior

Located at the Union Pacific Shop Complex at
the NW end of Main St. in Evanston, Wyoming

Uinta County

View is West

Photographer: Richard Collier



7-23-1998

UP Roundhouse + Turntable

Located at the Union Pacific Shop Complex at
the NW end of Main St. in Evanston, Wyoming

Winta County

View is SE

Photographer: Richard Collier



7-23-1998

UP Roundhouse, Bay Doors

Located at the Union Pacific Shop Complex at
the NW end of Main St. in Evanston, Wyoming

Uinta County

View is WSW

Photographer: Richard Collier



NO
SMOKING

7-23-1998

UP Roundhouse, Bay Doors

Located at the Union Pacific Shop Complex at
the NW end of Main St. in Evanston, Wyoming

Uinta County

View is West

Photographer: Richard Collier



7-23-1998

U.P. Roundhouse

Located at the Union Pacific Shop Complex at
the NW end of Main St. in Evanston, Wyoming

Uinta County

View is NW

Photographer: Richard Collier



7-23-1998

UP, Shop Offices

Located at the Union Pacific Shop Complex at
the NW end of Main St. in Evanston, Wyoming

Uinta County

View is West

Photographer: Richard Collier



LITHCOTE CO

LITHCOTE CO



7-22-1998

UP Round house, Bank of Windows

Located at the Union Pacific Shop Complex at
the NW end of Main St. in Evanston, Wyoming

Uinta County

View is North

photographer: Richard Collier



7-22-1998

UP Roundhouse

Located at the Union Pacific Shop Complex at
the NW end of Main St. in Evanston, Wyoming

Uinta County

View is East

Photographer: Richard Collier



5-12-1995

UP-Turntable

Located at the Union Pacific Shop Complex at
the NW end of Main St in Evanston, Wyoming

Uinta County

View is NE

Photographer: Richard Collier



5-17-1986

Roundhouse + turntable

Located at the Union Pacific Shop Complex at
the NE end of Main St. in Evanston, Wyoming
Uinta County

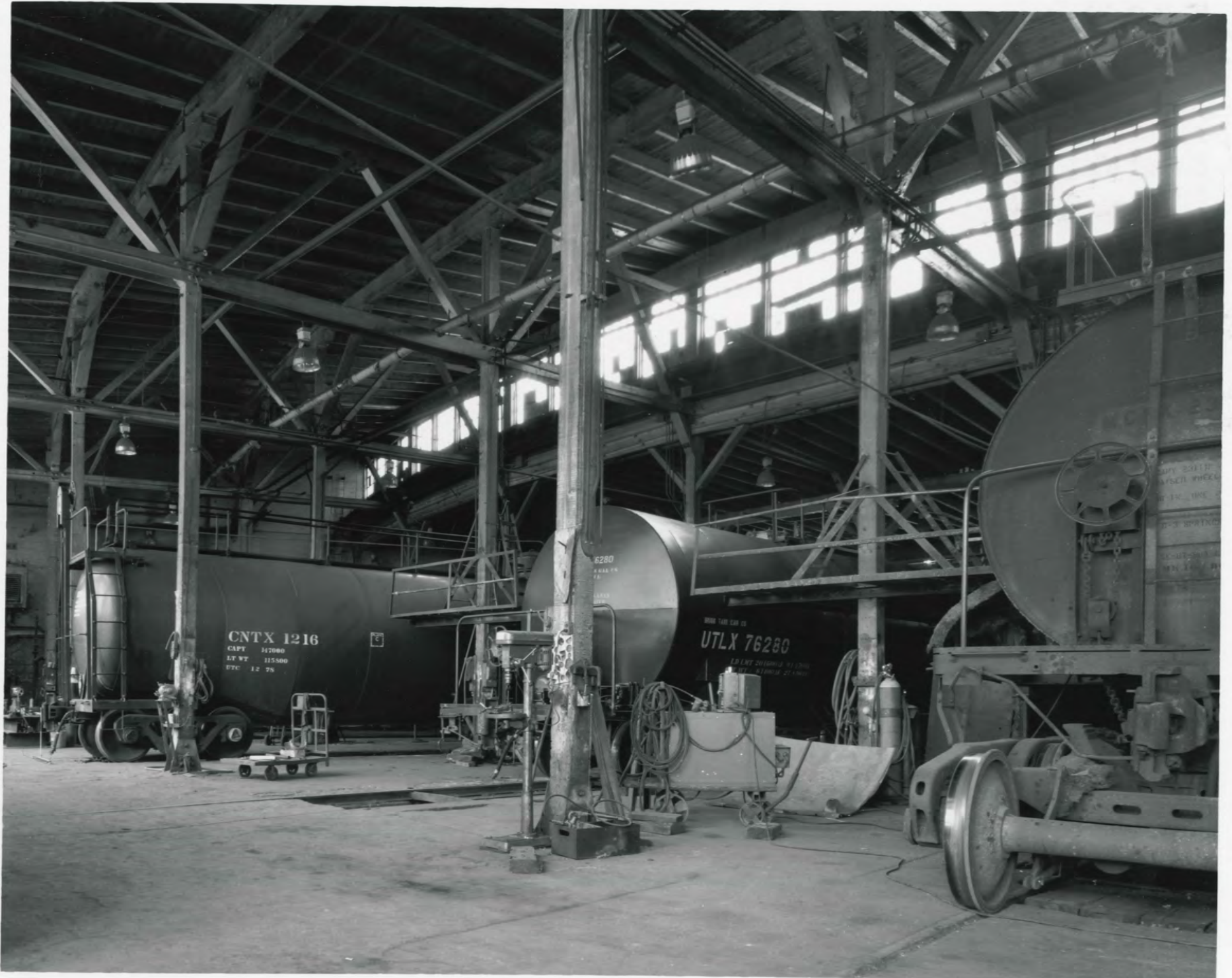
View is SW

Photographer: Richard Collier

CNTX 1216
CAPT 112080
LT WT 115500
ETC 12 78

UTLX 76280
UNDER TANK CAR CO
LT WT 200000 11 1960
ETC 12 78

DRY BULK
MATERIAL
WHEEL
ETC 12 78
ETC 12 78



5-17-1986

Interior of UP Roundhouse

Located at the Union Pacific Shop Complex at
the NE end of Main St. in Evanston, Wyoming

Uinta County

View is NW

Photographer: Richard Collier



7-22-98

UP Roundhouse

Located at the Union Pacific Shop Complex at
the NE end of Main St. in Evanston, Wyoming

Uinta County

View is NE

Photographer: Richard Collier



7-23-1998

UP Machine Shop

Located at the Union Pacific Shop Complex at
the NW end of Main St. in Evanston, Wyoming

Uinta County

View is NNW

Photographer: Richard Collier



7-23-1998

UP Machine Shop Bldg.

Located at the Union Pacific Shop Complex at
the NW end of main St in Evanston, Wyoming

Uinta County

View is east

Photographer: Richard Collier



7-22-98

UP Machine Shop

Located at the Union Pacific Shop Complex at

the NW end of main St. in Evanston, Wyoming

Uinta County

View is east

Photographer: Richard Collier



7-23-1998

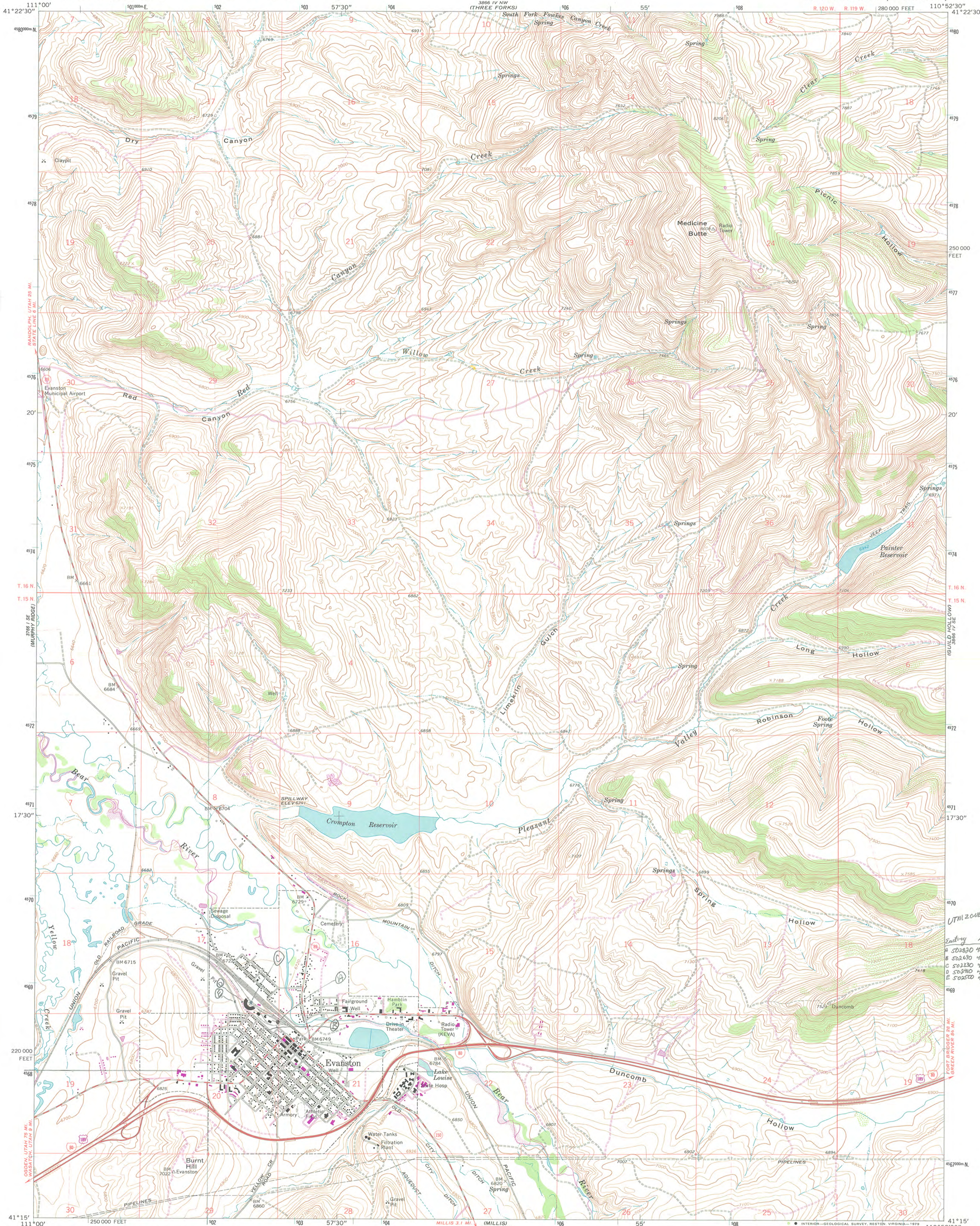
UP Machine Shop, Interior

Located at Union Pacific Shop Complex
at the NW end of Main St. in Evanston, Wyoming

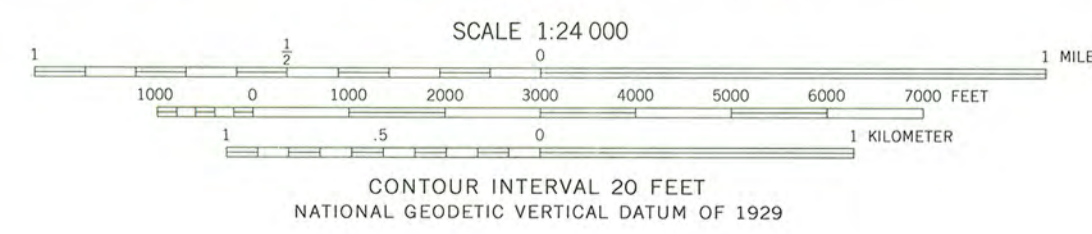
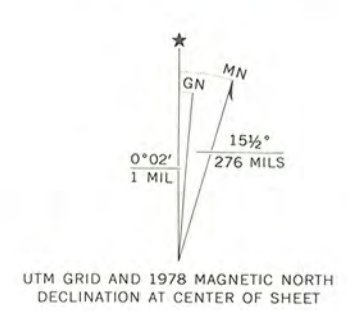
Winta County

View is NW

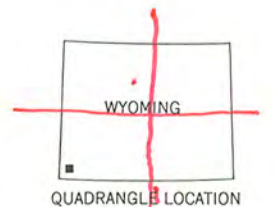
Photographer: Richard Collier



Mapped, edited, and published by the Geological Survey Control by USGS and NOS/NOAA Topography by photogrammetric methods from aerial photographs taken 1964. Field checked 1965 Polyconic projection. 1927 North American datum 10,000-foot grid based on Wyoming coordinate system, west zone 1000-meter Universal Transverse Mercator grid ticks, zone 12, shown in blue Firm red dashed lines indicate selected fence lines Revisions shown in purple compiled from aerial photographs taken 1976 and other source data. This information not field checked. Map edited 1978



CONTOUR INTERVAL 20 FEET NATIONAL GEODETIC VERTICAL DATUM OF 1929



ROAD CLASSIFICATION table with symbols for Heavy-duty, Medium-duty, Light-duty, Unimproved dirt, Interstate Route, U.S. Route, and State Route.

EVANSTON, WYO. N4115-W11052.5/7.5

1965 PHOTOREVISED 1978 DMA 3866 IV SW-SERIES V874

Handwritten initials 'AL' in a box.

Handwritten notes: UTM ZONE 13, Easting Northing, A 502830 4562570, B 502840 4562470, C 502830 4562700, D 502810 4562770, E 502820 4562780

ARTS. PARKS. HISTORY.

Wyoming Department of State Parks and Cultural Resources

WYOMING STATE HISTORIC PRESERVATION OFFICE

Claudia Nissley

State Historic Preservation Officer

BARRETT BUILDING, 2301 CENTRAL AVE, CHEYENNE, WY 82002

(307) 777-7697

May 20, 1005

National Park Service 2280
National Register of Historic Places
1201 "1" (Eye) Street, NW
Washington D.C. 20005



Dear National Register Staff:

Please find enclosed documentation on the following:

Registration Form – National Register of Historic Places
Union Pacific Railroad Complex

National Register Historic Places – Multiple Property Documentation Form
Public Education in Wyoming from 1911-1954

We fully endorse and support these enclosed National Register Nomination Forms. The Wyoming State Review Board has also approved them.

If you have any questions please contact me at (307) 777-6311.

Sincerely,

Claudia Nissley
Wyoming State Historic Preservation Officer

Enclosures



Dave Freudenthal, Governor

Phil Noble, Director

ARTS. PARKS. HISTORY.

Wyoming Department of State Parks and Cultural Resources

WYOMING STATE HISTORIC PRESERVATION OFFICE

Claudia Nissley

State Historic Preservation Officer

BARRETT BUILDING, 2301 CENTRAL AVE, CHEYENNE, WY 82002

(307) 777-7697



June 21, 2005

National Park Service
National Register/National Historic Landmarks Program
Bldg. 1201 8th Floor
Eye Street North
Washington, DC 20005

RE: Signature Pages

Attached are signature pages that were omitted when the National Register of Historic Places Registration forms and photos were submitted to your office. These are for:

- Union Pacific Railroad Complex
- Public Schools of Wyoming

We appreciate Linda McClelland's call to Nancy Weidel saying the pages had not been signed. We apologize for any inconvenience this has caused.

If you have any questions please contact Claudia Nissley, Wyoming State Historic Preservation Officer at (307) 777-6311.

Sincerely,

Renea Christen
(307) 777-6401



Dave Freudenthal, Governor
Phil Noble, Director