

United States Department of the Interior
National Park Service

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received JAN 4 1985
date entered FEB 6 1985

National Register of Historic Places
Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Union Pacific Railroad Complex

and/or common Union Pacific Railroad Complex in Evanston, Wyoming

2. Location

street & number Main and 15th Street

not for publication

city, town Evanston

vicinity of N/A

state Wyoming

code 056

county Uinta

code 041

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> n/a in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> n/a being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name City of Evanston

street & number City Hall

city, town Evanston

vicinity of N/A

state Wyoming 82930

5. Location of Legal Description

courthouse, registry of deeds, etc. Uinta County Courthouse

street & number 9th Street

city, town Evanston

state Wyoming 82930

6. Representation in Existing Surveys

title Wyoming Historic Sites Survey 1983 has this property been determined eligible? yes no

date 1983 federal state county local

depository for survey records State of Wyoming Historic Preservation Office

city, town Cheyenne

state Wyoming

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	n/a moved date N/A
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

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 the 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, stand 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, storehouse and mineral building. These single detached masonry buildings, constructed of red brick laid in a common bond, have flat roofs and decorative details such as crow stepped walls with concrete caps, and corbelled brickwork. The roundhouse, probably the only complete structure of its type 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 working 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.

The other brick 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 stills, corbelling, and spandrel panels ornament the machine 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 fram buildings tend to be smaller in scale than the brick structures. The frame structures were used as offices, a woodworking shop, and the company store. The woodworking shop is the largest of the frame buildings. At some time in the past, metal siding was applied to the exterior. The roof is gabled with a metal seamed covering; a band of clerestory windows acts as less than a full second story. Numerous double and triple hung windows provide natural illumination for the building. The frame

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1880's – 1913 **Builder/Architect** Union Pacific

Statement of Significance (in one paragraph)

The significance possessed by the railway roundhouse and associated structures in Evanston, Wyoming stems from two sources. First, Evanston's history is closely linked with the continued economic influence of the Union Pacific railroad which thus contributed significantly to the broad patterns of the area's history. Without the Union Pacific decision to locate their division headquarters in Evanston, with its accompanying roadhouse, machine shops, and other industrial buildings, the town would have been doomed to oblivion as were other "end of the tracks" towns. Second, the complex of industrial buildings is remarkably well preserved and has maintained its integrity. These structures serve as a representative example of turn of the century industrial structures constructed by the Union Pacific Railroad.

9. Major Bibliographical References

SEE ADDENDUM

10. Geographical Data

Acreeage of nominated property Approximately 15 acres

Quadrangle name Evanston, WY

Quadrangle scale 1:24,000

UTM References

A

1	2	5	0	2	8	2	0	4	5	6	8	5	7	0
Zone			Easting				Northing							

B

1	2	5	0	2	6	9	0	4	5	6	8	4	7	0
Zone			Easting				Northing							

C

1	2	5	0	2	3	3	0	4	5	6	8	7	9	0
Zone			Easting				Northing							

D

1	2	5	0	2	4	1	0	4	5	6	8	7	9	0
Zone			Easting				Northing							

E

1	2	5	0	2	5	0	0	4	5	6	8	7	9	0
Zone			Easting				Northing							

F

Zone			Easting				Northing							

G

Zone			Easting				Northing							

H

Zone			Easting				Northing							

Verbal boundary description and justification

SEE ADDENDUM

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title Michael Gorman, Eileen Starr, Sharon Bollinger

organization Wyoming Recreation Commission

date November, 1982

street & number 122 West 25th Street

telephone 777-6179

city or town Cheyenne

state Wyoming 82002

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Alvin J. Bastrom

title State Historic Preservation Officer

date

Dec. 14, 1984

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I hereby certify that this property is included in the National Register

[Signature]
Keeper of the National Register

date

2/6/85

Attest:

date

Chief of Registration

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storehouse, currently in desperate need of paint, is covered with shiplap siding. The storehouse, actually consists of a long attached row of frame buildings that range from 1 to 1½ stories in height. The roof is gabled and has a metal seamed covering. A wide wood loading dock, located on the north side of the storehouse, extends from the brick storehouse to the end of the frame company store. The three remaining small frame buildings almost appear residential in character but were originally used as offices. Each building is one story in height, has a gable roof, and is covered with shiplap siding. The fenestration on each structure tends to be irregular and generally the buildings lack ornamental details.

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A transcontinental railway route had been proposed as early as 1819 but sectional controversies, the slavery question, and the horrendous cost of construction delayed passage of enabling legislation until 1862. Early in that year, a bill passed Congress which created the Union Pacific Railway Company.

The necessity for building the transcontinental railroad had increased with the outbreak of the Civil War. Among other reasons for the construction of the railroad, it was noted that the gold rush to California had attracted to the West a fairly large population which was capable of declaring itself independent of Federal authority. It was thought that a railroad would help bring the West under the control of the Federal government.

In order to build the important transcontinental link, government aid was necessary, and in order to induce private capital to undertake the construction feat, Congress passed the above mentioned bill, The Pacific Railway Act (1862). The act provided for land grants to two companies - the Union Pacific and the Central Pacific - and a loan of government bonds which were to be a first mortgage.

Two years elapsed and very little was accomplished, causing Congress to pass in July, 1864, a second Pacific Railway Act. The second act doubled the land grant and authorized the companies to issue an equal amount of first mortgage bonds having precedence over the others, thus making the second issue of bonds by the government a second mortgage upon the road and its franchises. This, then, eventually brought about action.

Until about 1859, it had been assumed that a transcontinental railroad would follow the beaten track of the Oregon and California emigrants, since there was not outstanding commercial reason for a line to be located elsewhere. However, the Pikes Peak gold rush caused a population increase in Colorado and consideration was given to routing the railroad through or near Denver.

Construction on the Union Pacific Railroad began in 1863, beginning at North Omaha Bottoms. Survey crews spread out over a large portion of northern Colorado and southern Wyoming, searching for a place to cross the Rocky Mountains as near to Denver as possible. The selected spot was at Sherman Hill, Wyoming and as an added bonus, the route would then traverse areas where coal could be mined.

In 1867, a division point of the Union Pacific Railway was located on Crow Creek where the City of Cheyenne was laid out. From that location westward, various "end of the tracks" towns boomed and later often busted when the railway with its construction crews moved westward. The railway was built across Wyoming at top speed during 1867-68, leaving behind many instant "ghost towns." Most of these locations - Benton, Brownsville, Bear River City - have left no visible remains of their occupation by the railway crews.

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The Union Pacific Railroad saved Evanston from becoming another "end of the tracks" town. The remaining roundhouse and associated structures serve as a visible reminder of the important role played by the railway in the growth and development of Evanston.

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Continuation sheet Verbal Boundary

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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 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, and 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 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 railines, 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.

UNION PACIFIC RAILROAD COMPLEX

EVANSTON, WYOMING

Main Street

Mineral
Building



Office



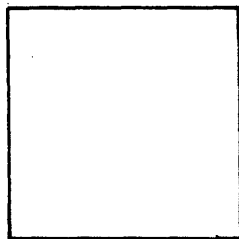
Office



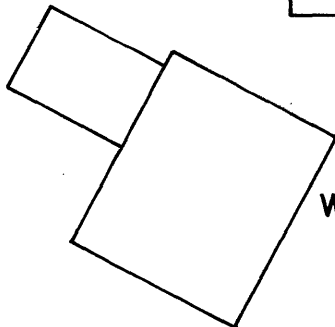
Office



Machine
Shop

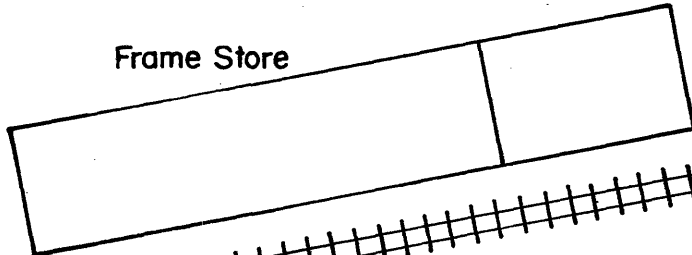


Woodworking
Shop

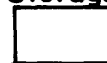


Brick Store

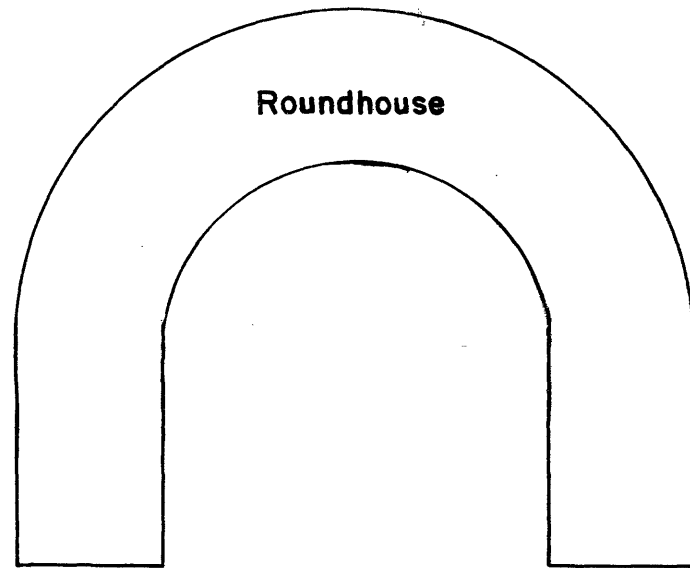
Frame Store



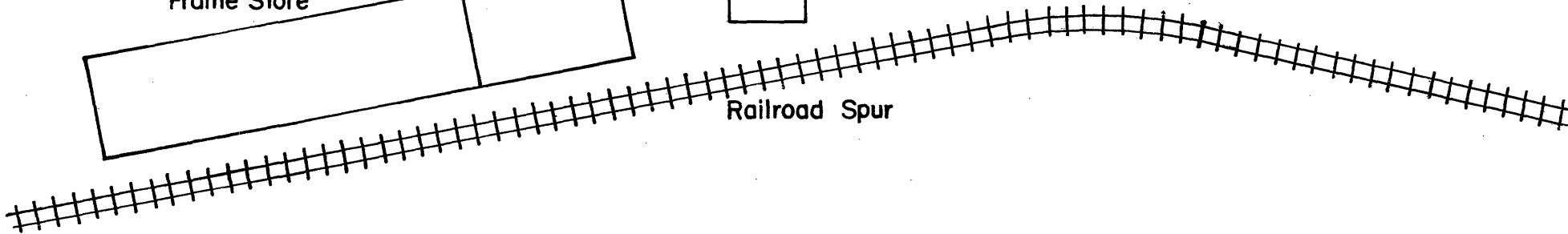
Gas
Storage



Roundhouse



Railroad Spur



Not To Scale