

## HISTORY

In late 1868, the Union Pacific Railroad (UPRR) had reached what was the fort camp of Evanston, Wyoming. A few years later, the city was named after UPRR railroad surveyor James. A. Evans. As the 20th Century drew closer, a train depot was built, along with the Roundhouse & Railyards, establishing Evanston as a permanent stop along the Union Pacific line. In addition, Evanston was designated as the home of the state's mental health facility, which also helped to fortify the city's permanence.

## CLIMATE & ELEVATION

Evanston's average annual temperature is 56 degrees Fahrenheit and boasts a remarkable 300 days of sunshine per year. Elevation: 6,780.

## POPULATION

City: 12,100  
Uinta County: 21,000

## NEARBY AMENITIES

Evanston's Historic Depot Square, Uinta County Museum/Chamber of Commerce, Bear River Greenway and Bear River State Park (bison, elk), Purple Sage Golf Course (18-hole), Historic Downtown (shops, dining) and much more.

## DISTANCES TO:

Park City, Utah—50 miles  
Fossil Butte National Monument—60 miles  
Salt Lake City, Utah—90 miles  
Bear Lake—90 miles  
Flaming Gorge Reservoir—120 miles  
Jackson Hole, Wyoming—200 miles  
Yellowstone National Park, WY—270 miles

Be sure to enjoy the Roundhouse Festival held during the first weekend in August every year!



**The City of Evanston, WY**

1200 Main Street  
Evanston, WY 82930  
**307.783.6300**

For more information  
visit [www.evanstonwy.org](http://www.evanstonwy.org)

## EVANSTON'S HISTORIC ROUNDHOUSE & RAILYARDS



**City of Evanston, Wyoming**

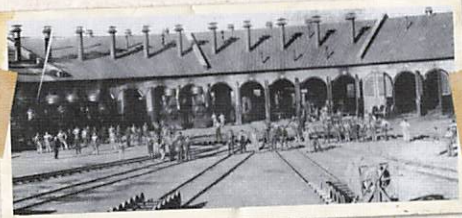
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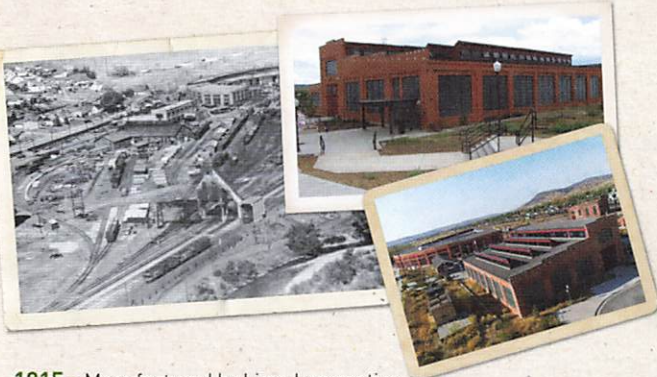
## HISTORIC ROUNDHOUSE & RAILYARDS:

This is the last remaining intact roundhouse on the old Union Pacific mainline between Omaha and Sacramento. The entire site is listed on the National Register of Historic Places.

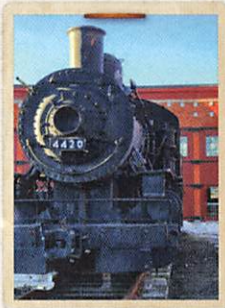


**1871** – The very first Roundhouse was constructed on the grounds currently occupied by City Hall. It was a 20-stall, semi-circular stone structure able to accommodate the massive steam engines of the late 19th century. This structure no longer exists, however, as it was demolished to construct the more innovative and modern railyard facilities existing today.

**1912** – Building of the Roundhouse & Railyards commences in November. The many structures include a machine shop, carpenter's shop, powerhouse, cafeteria, oil house, mineral building, and of course, a four-section roundhouse with 28 bays and curved walls that stand a remarkable 30 feet high.



**1915** – Manufactured by Lima Locomotive Works, the 4420-steam engine worked as a "yard goat" or switch engine at the railyards before being retired and donated to the city in 1958. For over 60 years, the 4420 was displayed at the Uinta County Courthouse and Railroad Park until 2021 when it was transported back "home" to the Roundhouse. After years of exposure to Wyoming's elements, efforts have begun to restore the engine to an operational condition, so that it can both contribute to Evanston's economic vitality and be appreciated and cherished for generations to come.



**1926-1971** – Operated as a reclamation plant.

**1926** – With the advent of diesel engines, and the ability of such locomotives to travel further distances without air or refueling, UPRR decided to close the site; however, the citizens of Evanston rallied and beseeched them to remain open as a reclamation plant. Without the operation of the Roundhouse & Railyard's facilities, the community faced a dire economic crisis. At various times in its history, the site employed over 300 people.

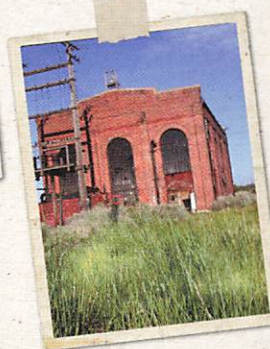
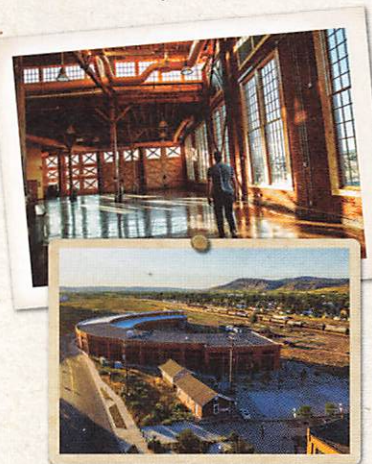
**1927** – UPRR agrees to reopen the plant, and the site continues to operate for another 45 years under UPRR's management.

**Train Wreck (Nov., 1951)**– Sixteen people lose their lives in this wintery train wreck just three miles west of Evanston. Many of the victims were doctors returning from a conference. Mr. & Mrs. George Vanderbilt, of the famous railroad family, are among the passengers on the 'City of San Francisco' when it crashed. Authorities said neither Mr. and Mrs. Vanderbilt, nor their poodle or their more than 50 pieces of luggage were harmed.

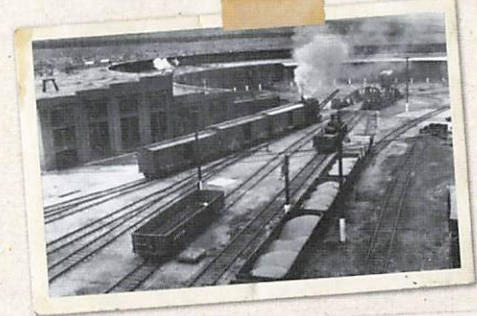
**1971** – The Roundhouse & Railyards are officially closed by UPRR. The following year, UPRR would deed the entire 27-acre site (with the exception of the Powerhouse building) to the City of Evanston. The City leases the property to a series of railcar repair companies until 1998 when the last tenant relocates to a new facility down the street.

**2004** – The Machine Shop is fully restored at a cost of approximately \$2 million, including both public and private funds. Prior to restoration, equipment used on the UPRR mainline was repaired here. Today it is utilized as a place for both public and private events, ranging from the high school proms, fundraisers, weddings and state and national conferences.

**2009** – The first of four sections of the Roundhouse is completely revitalized, and like the Machine Shop, can be rented for a variety of activities and events. The section, with its additional mezzanine level is approximately 22,000 sq. ft. and includes several breakout rooms named for passenger trains that once traveled to the community.



**2010**– The turntable is fully renovated. The 100 ft. turntable was used to direct the train engines or railcars into one of the bays where it could be repaired and sent back out onto the mainline. The turntable is still operational today, and visitors can request a ride!



**2011**– The J.T. & Phyllis Patterson Visitor Center is created thanks in large part to a donation from members of the local Patterson family. The building is also known as the "Oil House," and is the only structure on the site with a basement.



**2012**– Roundhouse Restoration Incorporated (RRINC) and the Evanston-Historic Preservation Commission led the charge to renovate the Superintendent's Office and the Wash House. The buildings are partially rehabilitated with the assistance of local individuals, businesses and organizations, Rocky Mountain Power, WYDOT and the Wyoming Cultural Trust Fund.



**2017-present**, the remaining three sections of the Roundhouse (50,000 sq. ft.) are partially restored. The sections are available for business development. Two separate, private donors were inspired to contribute approximately \$250,000.00 to the construction of the



large bay doors and windows on the interior portion of the structure near the turntable.

*In the years to come, the City hopes to obtain the Powerhouse, which is still owned by UPRR because it is situated in their 400 ft. right-of-way. We would like future generations to enjoy this remarkable and architecturally interesting railroad treasure!*