

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: 12,300

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.

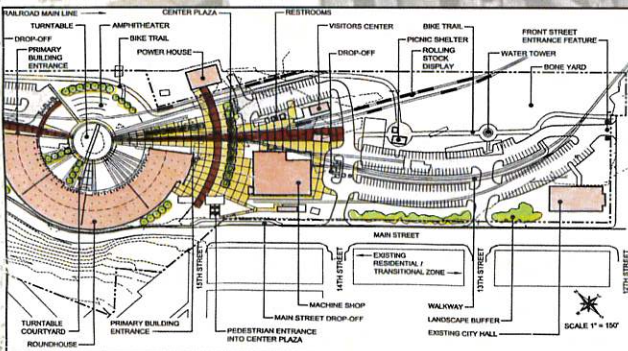
Distances to:

Park City, Utah—50 miles

Salt Lake City, Utah—90 miles

Jackson Hole, Wyoming—200 miles

Yellowstone National Park, WY—312 miles



For more information or to make a donation, please contact:

The Evanston Urban
Renewal Agency/
Roundhouse Restoration Inc.

at

1200 Main Street
Evanston, WY 82930

or call

307.783.6320/307.783.6300.

Please also visit the following
websites for more information:

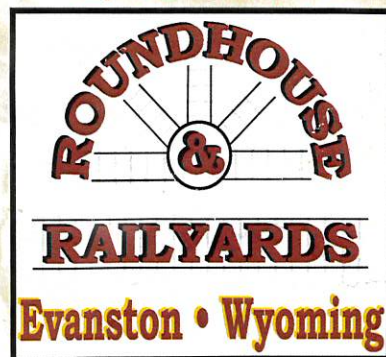
www.evanstonwy.org

<http://roundhouserestoration.net>

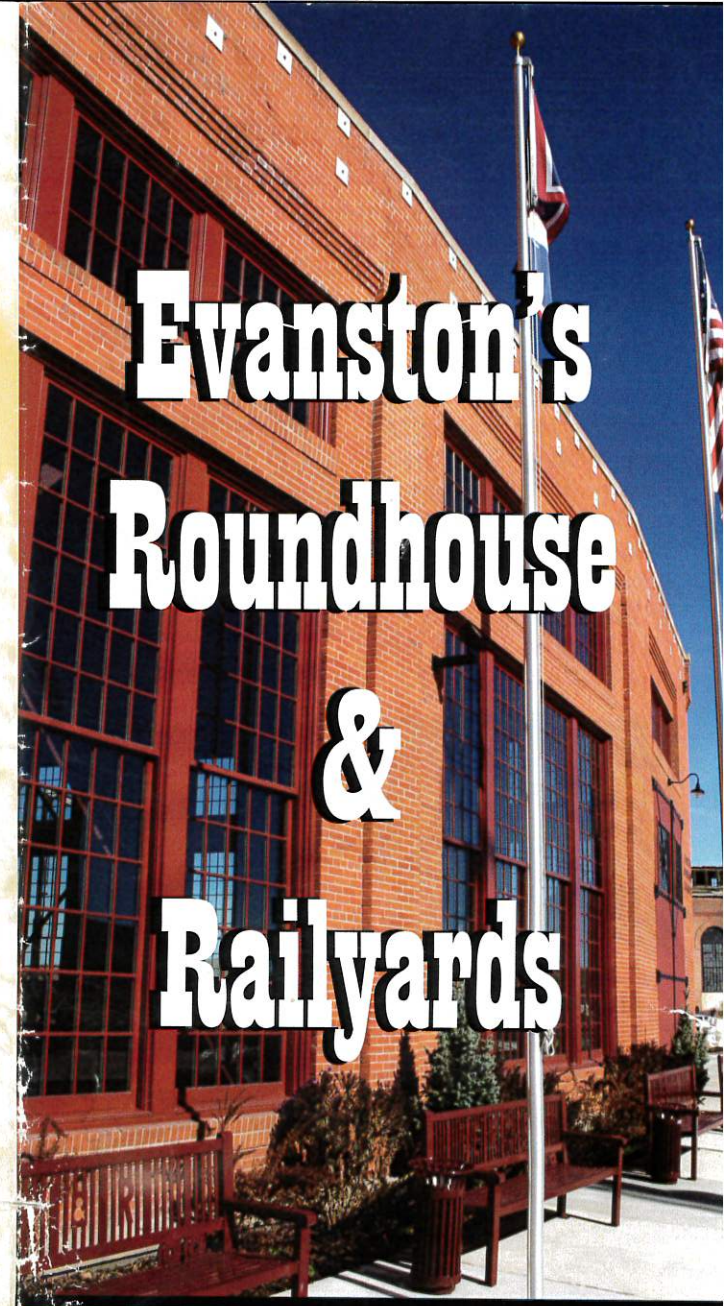
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Brochure designed by
Mieke Madrid & Abbey Saxton
City of Evanston, WY



Evanston's Roundhouse & Railyards

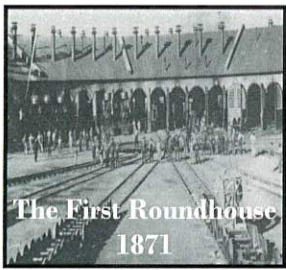


City of Evanston, Wyoming

1200 Main Street

Evanston, WY 82930

307.783.6300



The First Roundhouse
1871

Build by Union Pacific Railroad (UPRR), Evanston's Roundhouse & Railyards is a site to behold, the 27-acre complex was used to primarily service and repair rail cars and engines. In 1871, (left) the first Roundhouse was constructed on the grounds currently occupied by City Hall today.

1912- Building of the Roundhouse & Railyards commences in November. The many structures include a machine shop, carpenter's shop, power house, cafeteria, oil house, mineral building, and of course, a four-section roundhouse with 28 bays.



RH & RY Site, 1930

1926- With the advent of diesel engines, and the ability of such locomotives to travel further distances without

repair 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.

1930s-1950s- The UPRR workers at the Roundhouse & Railyards participated in many civic groups and events, including baseball leagues and the Union Pacific Male Chorus.



UPRR Male Chorus

Train Wreck (Nov., 1951)- Sixteen people lost 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, New York, of the famous railroad family, were 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.



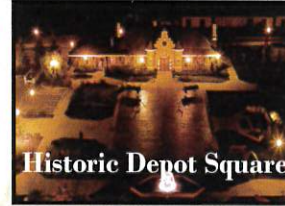
Historic Depot Square
Circa 1954

1971- The Roundhouse and Railyards are officially closed by UPRR. The following year, UPRR would deed the entire 27-acre site (with the exception of the Power House 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.

1991- The depot building in Historic Depot Square on Front Street is one of the first railroad areas in Evanston to be renovated.

2004- The Machine Shop is fully restored. 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 Evanston High School prom, the annual Renewal Ball fundraiser to weddings and graduation parties.



Historic Depot Square



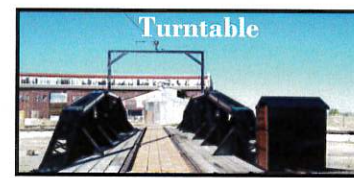
Machine Shop
2000 & 2004



2009- The first of four sections of the Roundhouse is completely revitalized. The semi-circular roundhouse is one of a very few completely intact and still standing structures of its kind. Its curved walls stand a remarkable 80 feet high, with a total of 28 train stalls. The facility operated by placing a rail car or engine onto the turntable and pushing it into one of the bays where mechanics repaired it. Impressively, the metal turntable remains operational!



Roundhouse
2000 & 2009



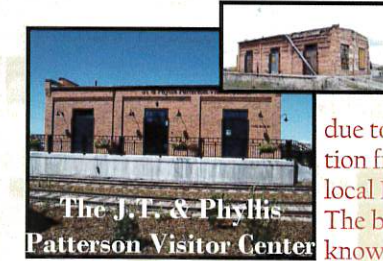
Turntable

2010- The turntable is fully renovated. The metal sidings and the wooden decking are repainted and repaired, respectively.

For over 30 years the Evanston Urban Renewal Agency has hosted the Renewal Ball, a fundraiser for various restoration efforts in the downtown district, on the first Saturday in June. The money raised during the annual event is used for the renovation of the Roundhouse & Railyards, as well as, other downtown sites and projects.



Renewal Ball



The J.T. & Phyllis
Patterson Visitor Center

2011- The J.T. & Phyllis Patterson Visitor Center is primarily created due to a generous donation from members of the local Patterson family. The building, formally known as the "Oil House," is transformed into the

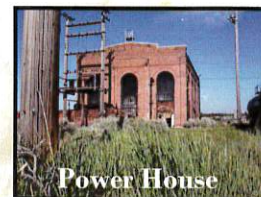
site's main structure for tourists.

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 rehabilitated with the assistance of local individuals, businesses and organizations, Rocky Mountain Power, WYDOT and the Wyoming Cultural Trust Fund.



Superintendent's Office

It is hoped that in the years to come, the City will obtain the Power House (still owned by UPRR) and restore the remaining sections of the Roundhouse, so that future generations can enjoy this remarkable, historic railroad treasure!



Power House

The entire site is listed on the National Register of Historic Places.