

The Lincoln Highway

Across Uinta County, Wyoming

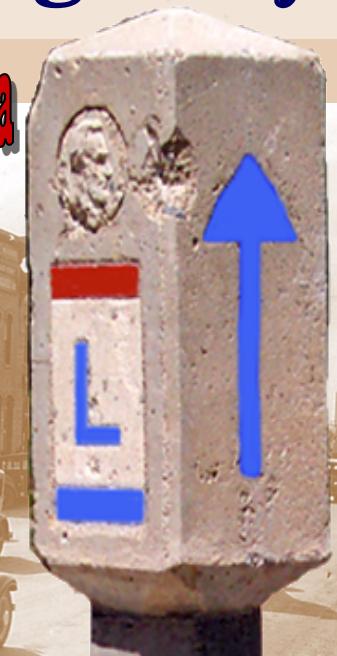
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TOUR Uinta County, WY



The Lincoln Highway

The Main Street Across America



Brochure is courtesy of the Evanston Historic Preservation Commission

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UINTA COUNTY, WYOMING

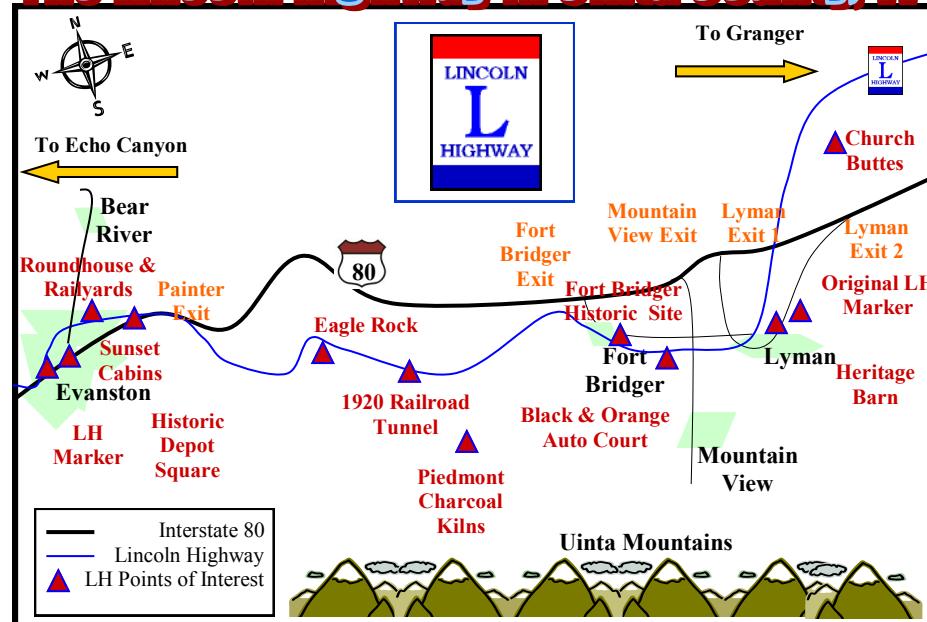
Evanston * Lyman * Mountain View

* Fort Bridger * Bear River

TOUR Uinta County, WY



The Lincoln Highway in Uinta County, WY



Step back in time as you tour the Lincoln Highway—the nation's first coast-to-coast thoroughfare—through the scenic landscape of Southwest Wyoming. Experience the highway as it was first envisioned in 1912 by Carl Fisher—the developer of the Indianapolis Speedway and Miami Beach—along graded roads of vast open spaces, mountain vistas and historic features.

When the highway became a reality in 1913, it was the first of its kind—a structured highway system with each county along its route maintaining a section. The Lincoln Highway Association (LHA) was also created in 1913 and adopted a red, white and blue logo to direct drivers along the route. While treacherous in parts, the Lincoln Highway was a welcome wonder during the early days of the automobile. It truly developed America's love affair with the open road and bolstered the belief in achieving great feats.

In Uinta County, Wyoming, the Lincoln Highway guided travelers through its core, passing an array of notable sites, including Church Buttes, Fort Bridger, the Piedmont Charcoal Kilns, Eagle Rock and Evanston's Roundhouse & Railyards. In addition, the Uinta County visitor will see several concrete Lincoln Highway Markers, one of which is in its original location, having been placed there by the Boy Scouts in 1928. The markers were the final endeavor for the LHA as the Lincoln Highway era came to a close. They still serve as a constant reminder of a time gone by, but forever cherished.

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Evanston's Roundhouse & Railyards

Evanston's Roundhouse & Railyards (located at 1400/1500 Main Street) is a site to behold. Built in 1912-1914, the 27-acre complex was built and used by Union Pacific Railroad to primarily service rail cars and engines. The Roundhouse is one of a very few completely intact and still standing structures of its kind, and the only one left on the UPRR line.



The City of Evanston became the owner of the site in 1971 when the UPRR donated all but one structure (the Power House) to the city. In recent years, many of the buildings have been renovated, and are used frequently by area citizens for conventions, meetings, weddings and festivals.



Regional Attractions

TO THE NORTH

[Bear Lake](#) - Just 60 miles away are the turquoise waters of this popular lake and recreation area. Follow Highway 89 north this this spectacular retreat!

[Fossil Butte National Monument](#) - This monument protects rare plant and animal fossils from a lake that covered the area of Wyoming 50 million years ago. The visitor center is open year-round and contains many famous fish fossils. Take the Kemmerer exit at MM 13 and travel Hwy.189.

[Yellowstone National Park](#) - Enjoy America's first national park. Journey five hours north to view Old Faithful geyser, bubbling hot springs and amazing wildlife.

TO THE SOUTH

[Wasatch-Cache National Forest](#) - Take Highway 150 (Mirror Lake Scenic Byway) for the breathtaking beauty of the Uinta Mountains. Enjoy fishing, camping and hiking. Go "over the top" and drop down into Kamas and Park City, Utah.

TO THE EAST

[Flaming Gorge](#) - Travel 90 minutes east to the beautiful red rock vistas of Flaming Gorge Reservoir. Renowned for its incredible fishing, the reservoir also offers great camping and boating.

[The Green River](#) - Enjoy a rafting trip down the mighty Green River or some of the best trout fishing in the state just about 60 miles to the east of Uinta County.

TO THE WEST

[Devil's Slide](#) - Located along I-84, this unusual geological formation resembles its namesake with two parallel limestone slabs jutting out of the hillside. View parking is available.

[Salt Lake City & the Great Salt Lake](#) - Don't miss visiting the thriving metropolis of Salt Lake City and the largest salt water lake in the western hemisphere.

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Evanston's Historic Depot Square

Built in 1900 along the railroad and Front Street, the brick depot building is a distinctive structure of Gothic architectural design. The depot and plaza area were completely restored in the early 1990s and are presently used for community and private events.



Also located in Depot Square is the [Andrew Carnegie Library](#). Built in 1906, the library opened with “3,000 choice books to suit all fancies.” In 2008, the structure underwent a major expansion and currently houses the [Chamber of Commerce](#) and the [Uinta County Museum](#).



Just northwest of the Chamber/Museum is another [Lincoln Highway Marker](#) in between Columbo Hall and the statue of “Albert the Bison.” And just a bit further down is [Martin Park](#), which was once the site of a YMCA Club.

To the southeast of the depot is the [Beeman-Cashin Building](#). It was part of a larger structure that sat on the corner of Main and 10th Streets, and was used to display and repair wagons, carriages and farm implements in the early days of the community. In 1984, the City and the Urban Renewal Agency moved the building to its present location. Today, like the depot, it is utilized for community functions.



Just beyond the ‘Beeman’ is a replica of a [Chinese Joss House](#) or temple, which now serves as a museum and homage to the early Chinese settlers of Evanston who helped to develop the city. A similar structure once stood in Evanston’s ‘Chinatown,’ which was located across the tracks. Unfortunately, the original Joss House was destroyed by a fire in 1922.

The [Wing Family Chinese Gazebo & Garden](#) is the latest addition to Depot Square. In 2007, former Evanston resident Wayman Wing designed and built a concrete gazebo in the square. In honor of Mr. Wing’s gift, the Chinese Gazebo Garden Committee grew an authentic Chinese garden around it. The garden contains a bridge, pond and pathway and continues to expand and flourish.

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Church Buttes

These eroded sandstone cliffs were first known as Solomon’s Temple, named in 1843 by pioneer and explorer John Boardman. Just a few short years later, however; the natural wonder took its current moniker, as the formation strongly resembles an open-air cathedral. In fact, it did serve as a temple of sorts for those first western settlers along the Oregon and Mormon Trails. It is said that Mormon leader Brigham Young conducted a service here in July of 1847. These unique, rocky spires are located just 10 miles southwest of Granger, WY along the Black’s Fork Road. (Take Exit 53)



Lincoln Highway Markers (5)

There are five (5) Lincoln Highway Markers in Uinta County. One is located just outside of Lyman on County Road 237. This marker is a rarity, as it is located in what is believed to be its original place (Photo). These concrete markers were installed along the highway by the Boy Scouts of America in 1928, so that the route’s namesake, Abraham Lincoln, would not be forgotten. While many of the original markers are in existence, most have lost the bronze Lincoln medallion once imbedded in the concrete. Another of Uinta County’s markers can be found in the Lyman Town Hall, and another is in Fort Bridger near the Fort and the Black & Orange Auto Court. The remaining two are in Evanston—one at the Sunset Cabins and the other in Historic Depot Square.



Lyman Heritage Barn

Built in 1915, the Lyman Heritage Barn was once part of the University of Wyoming’s Experimental Farm and was an important part of agricultural development in the Bridger Valley. Dairy cattle, bees and poultry were raised, and several plant varieties were tested at the farm. UW sold the barn to the Town of Lyman in 1993, but it wasn’t until 2008 until it was officially restored. It now serves as a spacious community center. (County Road 237. Exit at Fort Bridger, Mountain View or Lyman 1 or 2).



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Black & Orange Auto Court

The Black & Orange Auto Court was a welcome sight for the weary traveler along the Lincoln Highway through Fort Bridger, WY. In 2009, the cabins were restored to their former appearance, and a replica of the original registration office was built, as the original was destroyed by fire over 20 years ago. Located off of County Road 221, the refurbished auto court/garage camp cabins are an important attribute to the Lincoln Highway.



Fort Bridger Historic Site

Established in 1842 as a trading post by mountain man Jim Bridger, the fort served as a vital resupply point for wagon trains on the Oregon, California and Mormon Trails. The U.S. Army eventually created a military post at the site in 1858 during the Utah War, and the Fort finally closed in 1890. In 1928, Fort Bridger was sold to the Wyoming Historic Landmark Commission for preservation as a historic monument. Several of the original buildings remain and have been restored. The 1888 stone barracks contains a museum depicting various time periods in the Fort's history. Every Labor Day Weekend in September, the Fort Bridger Rendezvous is held. The weekend features Native American dancing, cook-offs, black powder rifle shooting, story telling and more. It is one of the largest rendezvous in the West and attracts hundreds of merchants and thousands of visitors each year.



Piedmont Charcoal Kilns

Built by Moses Byrne in 1869 to supply charcoal for the iron smelting industry in Utah, these beehive-shaped, limestone kilns measure 30 feet across and 30 feet in height. Only three of the initial 40 kilns remain. It is estimated that during 1873, the kilns could produce 100,000 bushels of charcoal per month. Most of the charcoal was sent to nearby Utah on the Union Pacific Railroad. Today, the kilns are a Wyoming State Historic Site, and are located not far from I-80 (Exit 24) and what was once the Lincoln Highway.



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1920 Railroad Tunnel

The 1920 Railroad Tunnel was built by Union Pacific Railroad on the Lincoln Highway as part of an improvement project of sorts. The UPRR also added several signals along the 27-mile stretch of double-track between Leroy and Evanston during this same time frame. This portion of the highway was still quite treacherous in the 1920s. In fact, it took Col. Eisenhower's 1919 military convoy eight hours to traverse the 35 miles from Fort Bridger to Evanston.



Eagle Rock

This unique, natural formation is especially familiar to local travelers of the highway. The feature is appropriately named Eagle Rock, as it has served as a nesting ground for bald eagles and other birds in the region. The route continued through this stretch because it was the shortest and most efficient pathway. As LHA's first president Henry Joy clearly explained in a letter to President Woodrow Wilson, the highway was designed more around topography than points of interest or towns and cities. To alter it would undermine its purpose and "insure its failure as a permanent useful Memorial Way."



Sunset Cabins (Motor Court)

The Sunset Cabins were a unique lodging option along the Lincoln Highway (Bear River Drive) in Evanston. Part motel, part camping facility, travelers could get a good night's rest, take a shower and rustle up a meal all for a very affordable price. Astonishingly, the remains of the cabins are still standing, but are in dire need of repair and restoration.

