

Travel Wyoming's Historic Southern Corridor with WyoHistory.org

Since fur-trade times, Wyoming has straddled the main travel route across North America.

The Oregon and Overland trails were followed by the Union Pacific Railroad, which was followed by the Lincoln Highway and today's Interstate 80. The routes are full of stories.

As you travel Wyoming, use the QR codes on the following pages with your mobile phone or tablet or visit www.wyohistory.org/southern-corridor for in-depth articles, maps, directions and photo galleries—all with info on these historic sites and landmarks.

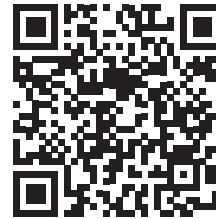
1 Former Union Pacific Depots

Former Union Pacific Railroad depots are open to the public across southern Wyoming in Cheyenne, Laramie, Medicine Bow, Rawlins, Rock Springs and Evanston.



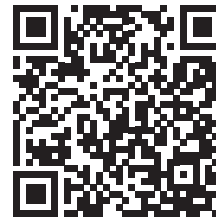
Union Pacific in Wyoming

The building of the Union Pacific across Wyoming forever changed the political and physical landscape.



2 Ames Monument

At an elevation of 8,247 feet, this monument to the Union Pacific's financiers stands at what once was the highest point on the route of the railroad.



3 Laramie as the railroad arrived

By the end of 1867, the Union Pacific tracks had reached Cheyenne. In the spring, the tracks continued over the mountains to the west and reached Laramie in early May.



4 Hanna

"Coal is King," proclaims a yearly celebration in Hanna, Wyo., long a mining town for railroad coal and later a stop on the Lincoln Highway.



5 Fort Fred Steele

In 1868, the U.S. government established Fort Fred Steele where the new U.P. Railroad crossed the North Platte River. Later, the Lincoln Highway passed by, too.



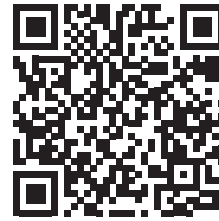
6 Frontier Prison, Rawlins

The cornerstone for what became Wyoming's first state prison was laid in 1888 but the prison itself did not open for 13 more years.



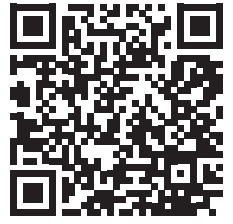
8 Rock Springs

Rock Springs traces its origins to a coal mine established there in 1868 to serve the still-building Union Pacific Railroad.



10 Fort Bridger

Established in 1843. The area--known as the Bridger Valley--served as a crossroads for trails, the transcontinental railroad and the Lincoln Highway.



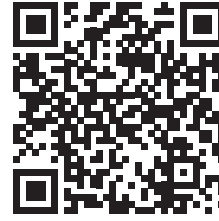
7 Point of Rocks Stage Station

The Point of Rocks Stage Station was built in 1862, and the westward construction of the Union Pacific Railroad reached Point of Rocks in the summer of 1868, making the spot the junction of the Overland Trail and the UPRR.



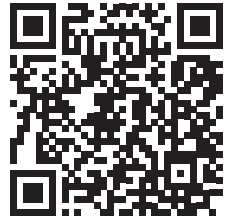
9 Green River

This town, located on its namesake river and on the Union Pacific Railroad, began as a stage station. After the U.P. relocated switching and roundhouse operations there in the early 1870s, the Green River rail yard became one of the busiest in the nation.



11 Evanston

The town was created as a service stop for locomotives between Green River, Wyo., and Ogden, Utah, on the Union Pacific Railroad's transcontinental route.



12 Piedmont Charcoal Kilns

Built to produce charcoal for Utah smelters. Charcoal production began in Piedmont about the time the Union Pacific Railroad was built through the area in 1868.



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