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.

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.
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.

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

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

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.

Rock Springs

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.

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.

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

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.