



G

**Hamblin Park** (formerly *City Park*) was a public campground established by the City of Evanston in the early 1920s in response to increased automobile tourism. The park catered to “Tin Can Tourists,” a term describing budget travelers who ate from tin cans, drove Tin Lizzies (Ford Model Ts), and camped at the side of the road. Designated campsites protected farmers’ fields (from potential campers), generated local commerce, and were required by state law. While most municipal campgrounds were free, this one charged 50¢. This afforded “grounds cared for and fire wood furnished, electric lighted, toilet conveniences, shade trees.” A private operator later expanded the camp with six Mission-style cabins (three with garages) known as the **Sunset Motor Court** and still visible today.



B

“**Boilers**” is the local term for a series of hot springs along the Lincoln Highway where warm mineral water bubbles to the surface and forms mineral-encrusted pools. Though lacking the spectacle of Yellowstone, this geothermal activity attracted Lincoln Highway tourists and Evanston locals, who came here to picnic and soak in the warm pools. They also provided a source of fresh water on the long stretch of road between Evanston and Fort Bridger.



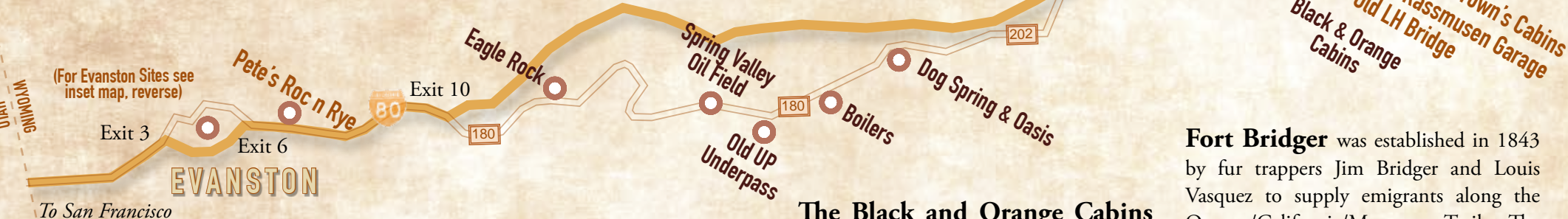
D

**Dog Spring** was frequented by locals and became a natural watering hole for Lincoln Highway tourists. It led to the establishment of a filling station nearby, appropriately known as **Oasis**. The foundation for the pumps and other ruins can still be seen. Made from railroad ties, the collapsing station was moved approximately 150 yards northeast. The story goes that Dog Spring got its name when a poodle, belonging to a female traveler who had stopped here to rest, ran off with a pack of cowboys’ herd dogs.



A

**Blacks Fork Bridge**, built in 2014 to replace an earlier bridge from 1921, has replica Lincoln Highway markers and pipe railing reminiscent of its predecessor. The 1921 bridge, in turn, replaced an even earlier timber trestle bridge. The 1921 bridge served Lincoln Highway drivers until 1932 when the road was re-routed and renamed U.S. 30, now I-80 Business Loop.



**Spring Valley Oil Field** served as an emblem of the automotive age and a landmark for Lincoln Highway motorists. It eventually included a Shell gas station. Today, circular marks on the landscape left by drilling operations and remnants of equipment, including a bullwheel, remain. Development of the oil field pre-dated the Lincoln Highway and was tied to the Union Pacific Railroad’s Spring Valley coal mining operation. In 1900, while drilling for water, the UPRR discovered oil instead.



J

The old **Union Pacific Underpass** dates to 1920. This concrete-arched structure is located about 100 feet southwest of the current underpass. The underpass provided safe passage to automobiles by passing under the railroad tracks.

**The Black and Orange Cabins** was a cabin court operated on former Fort Bridger property from circa 1926–1939. In 1909, Margaret Rochford purchased the property along with the adjacent Commanding Officer’s house. She and her family lived in the house and rented out extra rooms. When the Lincoln Highway brought motorists to Rochford’s doorstep, the family built the cabin court to accommodate increased business. Two long wooden buildings were each composed of four cabins with adjoining carports.



F

**Fort Bridger** was established in 1843 by fur trappers Jim Bridger and Louis Vasquez to supply emigrants along the Oregon/California/Mormon Trail. The fort was controlled by the Mormons from 1853 to 1857, and then by the U.S. military from 1858 to 1890. The 1916 edition of *The Complete Official Road Guide of the Lincoln Highway* identified the fort as a tourist attraction. The Wyoming Historical Landmarks Commission purchased the site in 1928. It is now administered by the Wyoming Department of State Parks & Cultural Resources.



C

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**Church Butte** looms above surrounding badlands. Composed of Eocene sandstone, claystone, and conglomerate characteristic of the Bridger Formation, the butte was known as “Solomon’s Castle” by fur trappers. It is said to have been a campsite for Brigham Young’s first party of Mormon emigrants, who were responsible for renaming the formation. Across the road was **Naggi’s**: a restaurant and the only service station between Evanston and Green River in the 1910s.

The **1931 Steel Truss Bridge** and a broad plain stretching south from it mark the former site of **Millersville**. This 19th century community developed around a ferry crossing, trading post, and Pony Express/Overland Stage station. The name Miller reputedly derives from A.B. Miller, who partnered with William Russell and William Waddell in the development of the Pony Express.



I



**Little America** has been an “oasis for travelers” since 1934, when Stephen Covey built the gas station-cafe-motel a few miles northwest of its current location. That site marked the spot where, 40 years earlier, Covey nearly froze to death in a blizzard. Covey built the complex to shelter travelers in the remote area and named it “Little America” after Admiral Byrd’s base camp in Antarctica. In 1948, the complex burned and was rebuilt at its current location in 1950.

**Oregon/California/Mormon/Pony Express Trail** markers can be spotted to the left and right of the 1913 stretch of Lincoln Highway between Granger and the former site of Millersville. Crossing rugged badlands, the Lincoln Highway generally followed the same path as the emigrant trail. Wooden markers (replaced by concrete) identified the trail for the benefit of Lincoln Highway tourists.



I

Starting with the Lincoln Highway—the first coast-to-coast road across the United States—the automobile has been one of the largest shapers of the American cultural and physical landscapes. In addition to generating tourism and tourist-related commerce to remote areas like Uinta County, the automobile introduced new building forms, such as gas stations, mechanics shops, car dealerships, auto parts stores, and motels. It also spurred the growth of highway engineering, road construction, and bridge design. Remains of many of these features—in addition to pristine views enjoyed by motorists a century ago—can be seen along the 75 miles of historic Lincoln Highway (later becoming Highway 30 and now I-80 Business) crossing Uinta County.

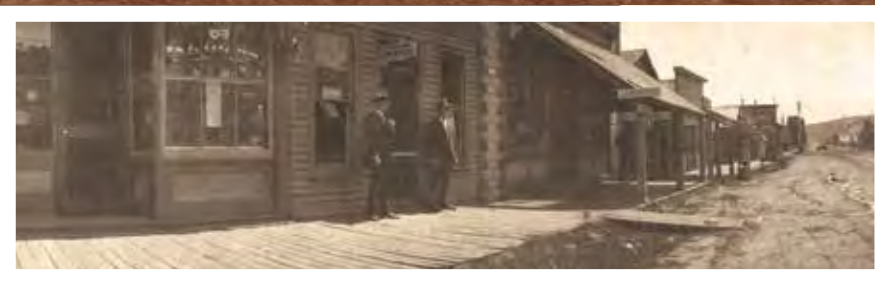


D

A favorite landmark along this route even today is Eagle Rock (pictured above). This formation served as a beacon for Lincoln Highway travelers and was a popular subject for postcards. Adding to its value as a tourist attraction, the saw-toothed rock formation with its protected, 300-degree view has hosted generations of nesting bald eagles and other regional birds.

Uinta County is also known in Lincoln Highway lore for former resident Payson W. Spaulding. This attorney, civic leader, and the first automobile-owner of Evanston served as a booster for the highway and as its State Consul. He represented the Lincoln Highway Association on the state and local levels, advised and assisted motorists crossing Wyoming, and was listed in the many editions of *The Complete Official Road Guide of the Lincoln Highway*, including the address of his office in Evanston at Main and 10th streets (pictured below).

Following this historic route across Uinta County you will also come in contact with other chapters of Wyoming's rich history, such as the fur trade, military history, emigrant trails, Pony Express, first transcontinental stage line, transcontinental railroad building, coal mining, and early oil extraction.



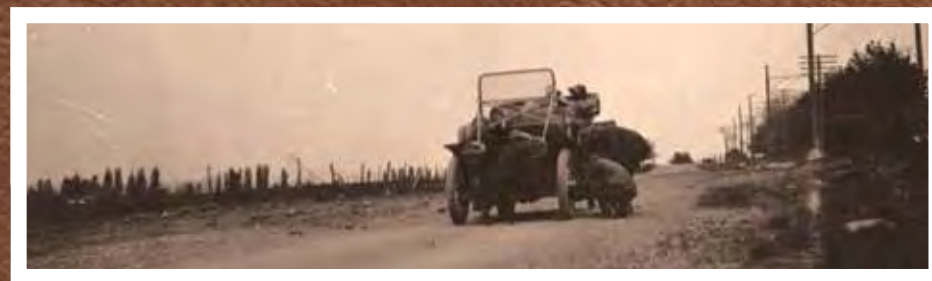
E



B

### Acknowledgements

The Wyoming Department of Transportation (WYDOT, image A) and Toxey/McMillan Design Associates (TMDA, image B) thank the following individuals and organizations for their support in developing this driving tour and their provision of and permission to publish archival images: Jim Davis, Kelly Hughes, Chris Hughes, Mary Walberg, Janice Smith, Linda Newman-Byers, Cecil Sanderson, Linley Mayer, Jerry Hansen, Todd Thibodeau, Beth King, Fort Bridger Historical Association, Fort Bridger State Historic Site (image C), Uinta County Museum (image D), Bridger Valley Heritage Museum, Evanston Public Library, Tracks Across Wyoming, Lincoln Highway Association, Little America, Uinta County, American Heritage Center at the University of Wyoming (Payson Spaulding Collection, image E), Wyoming State Archives (image F), Wyoming State Historic Preservation Office (image G), Wyoming State Parks and Cultural Resources, Russ Rein Collection (image H), University of Michigan Special Collections Library (Lincoln Highway Digital Image Collection, image I), Evanston Urban Renewal Agency (image J), and the National Trust for Historic Preservation.



E

### CAUTION

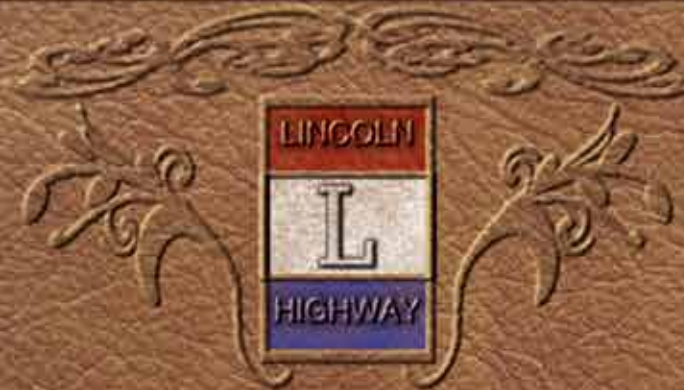
When driving the Lincoln Highway through Uinta County, please stay on the roads, as much of the flanking land is private property, including railroad property. Trespassing is not allowed. Most of the former Lincoln Highway route are now county roads, some of which are unpaved. Many of these are not maintained in winter and become impassible. Fuel and services are not available outside of towns. Like the Lincoln Highway motorists a century ago, please be mindful of the weather and prepare for your journey!

**ARTS. PARKS.  
HISTORY.**

Wyoming State Parks & Cultural Resources



# The Uinta County Road Guide of the Lincoln Highway



2017