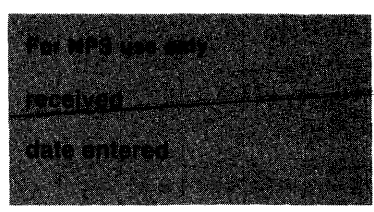


OPR. 10/11/12  
EXP. 10/11/12

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**



EAU (continued)

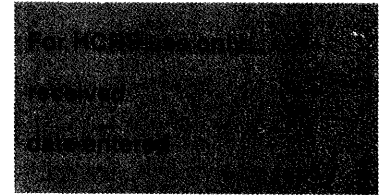
total length: 162'0" piers: none  
roadway width: 15'6" roadway: timber stringers and decking  
span type: simple approaches: none  
Single-span, steel pin-connected 8-panel Parker through truss  
top chords: two channels w/ cover plates and lacing; bottom chords: rigid-  
connected channels or pin-connected paired flat eyebars; verticals: two channels  
w/ lacing; diagonals: paired square eyebars; struts: angle; sway bracing: angles  
in lattice configuration; lateral bracing: round bars; angle guardrails.  
Sheridan County Road CN3-38 milepost: 0.3  
southern fringe of Arvada T54N, R77W, S16.  
USGS Arvada 7½' quadrangle UTM: 13.410415.4945545

✓ DMJ Pick Bridge Carbon County (over North Platte River)  
erection date: 1909-10 contractor: Charles G. Sheely Denver Colorado  
span length: 175' 0" abutments: west - steel-cased concrete caissons  
east - timber retaining w/steel piles  
total length: 194'10" piers: steel-cased concrete caissons  
roadway width: 14' 5" roadway: timber stringers and decking  
span type: simple approaches: 18'4" timber stringer on west end  
Single-span, steel pin-connected 10-panel Parker through truss  
top chords: two channels w/ cover plates and lacing; bottom chords: paired flat  
eyebars; verticals: two channels w/ lacing; diagonals: paired rectangular eyebars  
w/ single eyebar counters; struts: angle; lateral and sway bracing: round bars;  
timber guardrails.  
Carbon County Road CN6-508 (Pick Bridge Road) milepost: 4.2  
7.0 miles northwest of Saratoga T18N, R84W, S17.  
USGS Overland Crossing 7½' quad. UTM: 13.343110.4600140

✓ DML Butler Bridge Carbon County (over North Platte River)  
erection date: 1930 contractor: Chris O'Neil Platteville Colorado  
span length: 170'0" abutments: timber and concrete retaining  
total length: 282'2" piers: timber piles and steel-cased concrete  
caissons  
roadway width: 15'8" roadway: steel stringers w/ timber decking  
span type: simple approaches: 112'2" timber stringer  
Single-span, steel pin-connected 8-panel Camelback through truss  
top chords: two channels w/ cover plates and lacing; bottom chords: paired flat  
eyebars; verticals: two channels w/ lacing or four angles w/ batten plates;  
diagonals: paired rectangular eyebars w/ single eyebar counters w/ turnbuckles;  
struts: angle; sway bracing: round bars in lattice configuration; lateral bracing:  
round bars.

**United States Department of the Interior**  
**Heritage Conservation and Recreation Service**

**National Register of Historic Places**  
**Inventory—Nomination Form**



Continuation sheet Wyoming Vehicular Bridges Item number 8

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DFU (continued)

a proposal of \$22,970, Miller had underbid three other bridge contractors - Midland Bridge Company, Monarch Engineering Company and the Colorado Bridge and Construction Company, all national bridge erectors. Two of the three bridges remain today in use by the county in their original locations - this and the bridge over Pass Creek (DMM). Both feature identical designs and component parts (this bridge is the longer of the two with a span of 102'). Miller's bridges are interesting hybrid pony trusses, with Warren diagonals and verticals at alternating panel points and a Parker-like top chord. As the longest of this type on the county road system, this bridge is an important representative of an engineering anomaly.

DGC Bridge over Wolf Creek

This bridge is one of four small spans erected in Sheridan County under a single contract issued by the county commissioners in June 1911. The contract was awarded to the Canton Bridge Company of Canton, Ohio, lowest bidder at \$2360; Canton had underbid six other bridge manufacturers - the Missouri Valley Bridge and Iron Company, Security Bridge Company, Charles G. Sheely Bridge Company, Western Contractor Supply Company, Perham and Harris and the North-West Bridge Company. Remarkably all four bridges remain today in their original positions: two over Little Goose Creek (EAW and EAX) and this and another 35' span over Wolf Creek. All are Pratt Half-hip ponies featuring identical designs and component parts. The better of the two shorter lengths, this is the only two-panel Pratt Half-hips (an uncommon truss type) remaining with any degree of integrity - a significant early short-span steel truss.

DMJ ✓ Pick Bridge

Carbon County commissioners received a petition in December 1909 from the citizens of Rawlins and Fort Steele "praying" for a steel bridge across the North Platte River. In September 1909, bids were solicited for a 175' highway truss with a 650' pile approach over the river 1.5 miles south of the Fort. The construction contract was given in October to Charles G. Sheely for \$12,700 (which also included a truss over the Little Snake River near Baggs). The bridge remained in place until 1929, when it was replaced with a 180' truss by the Wyoming Highway Department. The county hired Frank Anderson in 1934 to move the bridge about 21 miles up the river to the Pick Road Crossing, its present location. An early pin-connected Parker through truss, it is one of only two of its type remaining in use today in Wyoming. With a span length of 175' it features one of the longer simple spans of the county-built trusses. An important early example of its type.

DML ✓ Butler Bridge

Carbon County purchased the "Butler Bridge" over the North Platte River in June 1905 from W.H. Butler. By May 1929, the timber bridge had been damaged heavily, and Platte Valley residents petitioned the county commissioners for its reconstruction. The commissioners instead called for bids for a steel truss in January 1930 and awarded a contract to Chris O'Neil of Platteville, Colorado, for this bridge,