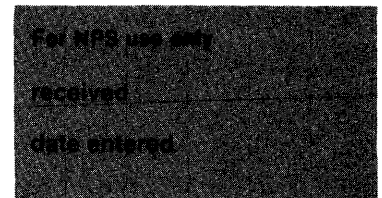


**United States Department of the Interior
National Park Service**

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CQA (continued)

Wyoming State 173 (Thermopolis - Buffalo Creek Road)
2.9 miles south of Thermopolis T42N, R95W, S13.
USGS Wedding of Waters 7½' quad UTM: 12.726265.4831445

DSD Bridge over Cheyenne River Niobrara County

erection date: ca. 1915 contractor: unknown
span length: 130'8" abutments: concrete bent cap and full retaining
total length: 133'0" piers: none
roadway width: 16'6" roadway: timber decking
span type: simple approaches: none

Single-span, steel rigid-connected 7-panel Pennsylvania through truss w/ sub-struts
top chords: two channels w/ cover plates and lacing; bottom chords: two channels
w/ batten plates; verticals: two channels w/ batten plates or lacing; diagonals:
two angles w/ lacing; struts, lateral and sway bracing: angle; lattice guardrail.

Niobrara County Road CN14-46 milepost: 18.7
3.2 miles east of Riverview T40N, R61W, S25.
USGS Riverview 7½' quadrangle UTM: 13.570315.4807740

EDZ Irigary Bridge Johnson County (over Powder River)

erection date: 1913 contractor: Canton Bridge Company Canton Ohio
moved: 1963 mover: Etlin Petersen Const. Casper Wyoming
span length: 200'0" abutments: concrete sills on steel piles
total length: 283'0" piers: steel pile bents w/ concrete caps
roadway width: 14'2" roadway: timber decking
span type: simple approaches: 39'4" steel girders

Single-span, steel pin-connected 10-panel Pennsylvania through truss w/ sub-ties
top chords: two channels w/ cover plates and lacing; bottom chords: paired eyebars;
verticals: eyebars and two channels w/ lacing; diagonals: eyebars; struts: two
angles w/ lacing; lateral and sway bracing: round bars; angle guardrails; dec-
orative builder's plate mounted over portal strut.

Johnson County Road CN16-254 milepost: 0.1
18.1 miles northeast of Sussex T46N, R77W, S19.
USGS Hoe Ranch 7½' quadrangle UTM: 13.407210.4865885

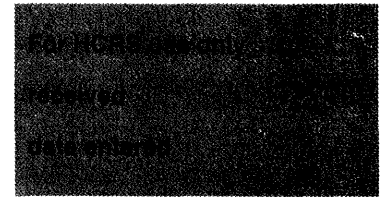
Rairden Bridge Big Horn County (over Big Horn River)

erection date: 1916 contractor: Monarch Engineering Company Denver
span length: 250'0" abutments: concrete retaining w/ sweptback wings
total length: 252'0" piers: none
roadway width: 15'6" roadway: timber stringers and decking
span type: simple approaches: none

Single-span, steel pin-connected 12-panel Pennsylvania through truss w/ sub-ties

United States Department of the Interior
Heritage Conservation and Recreation Service

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DML (continued)

also called the Butler Bridge. O'Neil's bid for \$11,920 was the lower of only two received. With a span of 170', the Butler Bridge is the longer of two pin-connected Camelback throughs remaining in use on the county road system. As such it is an important early example of its generic type.

DMS Bridge over Cow Creek

This bridge is one of three contracted for by Carbon County in March 1915. The construction contract was awarded to the Petry-Moulton Company of Cheyenne for this 40' span (\$1300), a 50' truss across Spring Creek three miles south of Saratoga (\$1440) and an 80' truss over the Medicine Bow River (\$2190). Petry-Moulton had underbid several other bridge manufacturers - the Midland Bridge Company, Pueblo Bridge Company, James J. Burke and Company, the Kansas City Bridge Company and the Monarch Engineering Company. This small pony truss is a modified Warren, with verticals at alternating panel points, one of four examples of its type in Wyoming's state and county road systems. It is also the oldest traceable Warren truss still in use on a county road in the state. As such it is one of the more significant of Wyoming's vehicular trusses.

DOE Bridge over Laramie River

The Wyoming Highway Department awarded the construction contract for this bridge in May 1926 to N.A. Swenson of Laramie as part of Federal Aid Project 156B. Originally located over the Laramie River on the Bosler-Laramie Road (the old Lincoln Highway, U.S. 30), this bridge was replaced in 1932 by two 100' spans, which were in turn replaced in 1947. Now located on a secondary county road north of Bosler, this bridge is distinguished somewhat as the only two-span Pratt Half-hip still in use in the state. It is one of the best examples of a relatively uncommon truss configuration.

DSD Bridge over Cheyenne River

Probably originally a railroad truss, subsequently moved to this location, this bridge is the only example of its type functioning presently on the county road system in Wyoming. As one of only two rigid-connected Pennsylvania throughs in the state, it is an important early remnant.

DUX Bessemer Bend Bridge

Built in 1921-22 for Natrona County, this bridge is a unique subtype of the standard Warren truss. One of only three Warren throughs still in use on the county road systems, it is the only one with verticals at alternating panel points; the two pony approach spans are also unusual, though not unique in their configuration. This bridge spans the North Platte River at the historic Bessemer Bend crossing of the Oregon Trail, an important emigrant site.

DXN Bridge over Missouri River

Unique for its type in Wyoming, this eight-panel Pratt pony truss lacks inclined