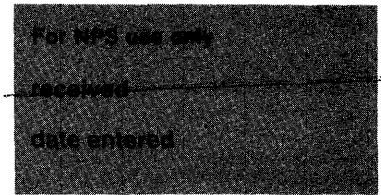


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**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet Wyoming Vehicular Bridges Item number 7

Page 11

DML (Continued)

Carbon County Road CN6-203 milepost: 7.5
7.8 miles northeast of Encampment T15N, R82W, S20.
USGS Cow Creek 7½' quadrangle UTM: 13.362650.4568315

EFP ✓ Bridge over Owl Creek

Hot Springs County

erection date: 1919-20 contractor: Monarch Engineering Company Denver
span length: 124'0" abutments: sandstone ashlar retaining
total length: 126'0" piers: none
roadway width: 15'0" roadway: steel stringers w/ timber decking
span type: simple approaches: none
Single-span, steel pin-connected 7-panel Camelback through truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired flat
eyebars; verticals: two channels w/ double lacing; diagonals: two rectangular or
one round eyebar; struts: angle; sway bracing: angles in lattice configuration;
lateral bracing: round bars; lattice guardrails; supplemental timber piers added
under panel points.

Hot Springs County Road CN15-28 milepost: 1.3
9.5 miles west of Thermopolis T43N, R96W, S16.
USGS Thompson Reservoirs 7½' quad. UTM: 13.710120.4840645

During the early- to mid-1930s the Wyoming Highway Department erected several rigid-connected Parker through trusses across the state. Of these seven remain; most are in the 120' - 175' span range, but one bridge freespans 250' - the longest single span highway truss in Wyoming still functional. It is included here.

✓ BMU Bridge over Wind River

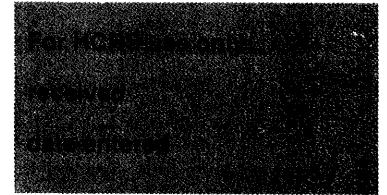
Fremont County

erection date: ca.1935 contractor: unknown
moved: 1953-54 Charles M. Smith Thermopolis Wy.
span length: 250'0" abutments: concrete retaining w/ sweptback wings
total length: 283'0" piers: none
roadway width: 20'0" roadway: steel stringers w/ concrete decking
span type: simple approaches: none
Single-span, steel rigid-connected 10-panel Parker through truss
top chords: two channels w/ cover plates and lacing; bottom chords: two channels
w/ batten plates; verticals: wide flange; diagonals: wide flange; struts: four
angles w/ lacing; sway bracing: angle; lateral bracing: two angles w/ lacing;
steel pipe guardrails.

Wyoming State 132 milepost: 16.32
8.75 miles north of Ethete T02N, R01E, S13.
USGS Pavillion 7½' quadrangle UTM: 12.686390.4779070

United States Department of the Interior
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National Register of Historic Places
Inventory—Nomination Form



Continuation sheet Wyoming Vehicular Bridges Item number 8

Page 17

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

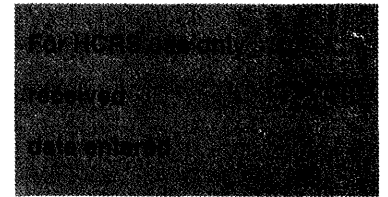
Carbon County commissioners received a petition in December 1909 from the citizens of Rawlins and Fort Steele "praying" for a steel bridge across the North Platte River. In September 1909, bids were solicited for a 175' highway truss with a 650' pile approach over the river 1.5 miles south of the Fort. 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,

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

Page 18

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