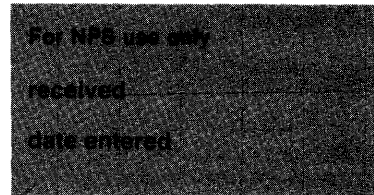


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DUX (continued)

Natrona County Road CN1-58 (Bessemer Bend Road) milepost: 2.0
town of Bessemer Bend T32N, R81W, S3.
USGS Emigrant Gap 7½' quadrangle UTM: 13.374785.4736380

DFU ✓ Elk Mountain Bridge

Carbon County (over Medicine Bow River)

erection date: 1923-24 contractor: D.B. Miller Cheyenne and Denver
span length: 102'0" abutments: concrete full retaining
total length: 106'0" piers: none
roadway width: 16'0" roadway: steel stringers w/ timber decking
span type: simple approaches: none
Single-span, steel rigid-connected Warren pony truss with polygonal top chords and verticals at alternating panel points.
top chords: two channels w/ cover plates and lacing; bottom chords: two angles w/ batten plates; verticals: two angles w/ gusset plates; diagonals: two angles w/ batten plates; steel angle guardrails.

Carbon County Road 120-1 milepost: 0.1
0.1 mile south of Elk Mountain T20N, R80W, S20.
USGS Elk Mountain 7½' quad. UTM: 13.382700.4615735

The last Warren truss included in this nomination is a Warren through truss - the only one of its type still in use in the state. A two-span bridge used in tandem with a Pratt through, this bridge is an early (for Wyoming) rigid-connected example, representing a transition from the earlier pin-connected designs.

EBF Bridge over Powder River

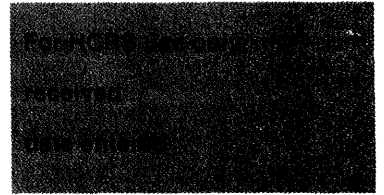
Sheridan County

erection date: 1915 contractor: Gregg and Stout Sheridan Wyoming
span length: unknown abutments: stone/timber retaining
total length: 201'6" piers: stone solid shaft on concrete base
roadway width: 16'4" roadway: timber stringers and decking
span type: simple approaches: none
Two-span, steel rigid-connected 6-panel Pratt through and 6-panel Warren through truss with verticals.
top chords: two channels w/ cover plates and lacing; bottom chords: two angles w/ batten plates; verticals: two channels w/ lacing; diagonals: two angles w/ batten plates; struts: angle; sway bracing: angle; lateral bracing: round bar; lattice guardrails.

Sheridan County Road CN3-269 milepost: 13.5
15.1 miles northeast of Leiter T57N, R76W, S31.
USGS Cabin Creek NE 7½' quad. UTM: 13.416160.4969980

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CQA (continued)

the construction contract for this bridge over the Big Horn River to Charles M. Smith of Thermopolis. The bridge is one of only two rigid-connected Pennsylvania through trusses with sub-struts still functional in the state and county road systems of Wyoming. With a simple span of 175' it is the longer of the two. As such it is an uncommon truss type for a highway bridge, more usually associated with railroad spans, and is one of Wyoming's more significant trusses.

DDW Granger Bridge

The construction contract for this bridge over Blacks Fork at Granger was awarded in June 1912 to the C.G. Sheely Contracting Company of Denver by the Sweetwater County commissioners. Sheely, later president of the Colorado Bridge and Construction Company, had submitted the lowest bid at \$3999. By November he had delivered the steel for the superstructure for the 150' truss, requesting that the Board visit Granger and decide upon a bridge site. Construction was completed the following year. This pin-connected Pratt through truss, one of the longest of its type in the state, displays classic member configuration. It is a well-preserved early example of a truss type which is common for Wyoming's county and state roads.

DDZ Bridge over New Fork River

This bridge reportedly erected in 1917 by Lincoln County, is the only two-span kingpost timber truss in the state. With its paired chords with timber spacer blocks and steel rod stiffeners, it is the most sophisticated of the few timber trusses still functional on the county road system. As the best example of its configuration and material, it is one of the more significant trusses in Wyoming.

DFT Bridge over Medicine Bow River

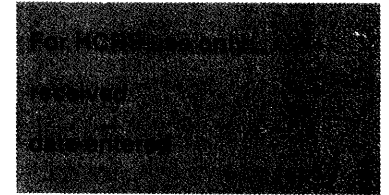
In August 1911 the Carbon County commissioners toured the county to inspect the current road and bridge conditions. After reviewing the numerous petitions from around the county for bridge construction and repair, they arrived at two conclusions: an additional two mill levy was needed to finance the large volume of work and three bridges were needed immediately. The three - one over Savery Creek south-east of Wamsutter, one over Big Creek southeast of Encampment and this bridge over the Medicine Bow River north of Hanna. Bids were opened in September, and the contract was awarded to Charles G. Sheely of Denver, lowest bidder in a group of six with a total of \$19,445 (this bridge cost \$9873). With a span of 152' this bridge is one of the longest pin-connected Pratt throughs built in the state; it is an excellent example of a truss type which proved to be a staple for the early county road system - one of the earlier remaining bridges in the survey.

DFU^v Elk Mountain Bridge

Carbon County awarded the construction contract for three trusses (over Pass Creek southeast of Walcott, the Medicine Bow River at Elk Mountain and Mill Creek just north of Elk Mountain) in August 1923 to D.B. Miller of Cheyenne and Denver. With

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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,