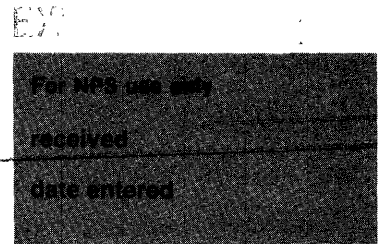


**United States Department of the Interior  
National Park Service**

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



Continuation sheet Wyoming Vehicular Bridges Item number 7

Page 7

ENP Bridge over Green River Sublette County

erection date: ca. 1905 contractor: Western Bridge and Const. Co. Omaha

span length: 105'6" (through) abutments: pile bent w/ concrete retaining wall  
63'6" (pony)

total length: 221'11" piers: steel pile bent

roadway width: 15'7" roadway: timber stringers and decking

span type: simple approaches: timber stringers

Two-span steel pin-connected 6-panel Pratt through and 4-panel Pratt pony truss  
top chords: two channels w/ cover plates and lacing; bottom chords: paired  
rectangular eyebars; verticals: two channels w/ lacing (through) two angles w/  
lacing (pony); diagonals: paired square eyebars w/ single eyebar counters;  
struts (through): angle; lateral and sway bracing (through): round bars; timber  
guardrails.

Sublette County Road CN23-145 milepost: 4.2  
7.8 miles southeast of Daniel T33N, R110W, S34.  
USGS Mount Airy 7½' quadrangle UTM: 12.584360.4736655

A notable variation of the Pratt truss is a subtype termed the Pratt Half-hip. Generally used in short span applications as a pony truss, this type received only limited usage in the late 19th and early 20th centuries. Eleven Pratt Half-hip ponies are included in the survey, some on the verge of collapse due to damage and deterioration. As an unusual configuration, six of these are included in the nomination - five single-span pin-connected bridges and one later two-span rigid-connected. All but one of the early bridges were erected by the Canton Bridge Company, and three included here were built under the same contract with Sheridan County.

\*EAW Bridge over Little Goose Creek Sheridan County

erection date: 1911 contractor: Canton Bridge Company Canton Ohio

span length: 60'0" abutments: concrete retaining w/ sweptback wings

total length: 61'0" piers: none

roadway width: 15'6" roadway: timber stringers and decking

span type: simple approaches: none

top chords: two channels w/ cover plates and lacing; bottom chords: paired  
square eyebars; verticals: four angles w/ lacing; diagonals: paired square  
eyebars w/ single eyebar counters; timber guardrails.

Sheridan County Road CN3-66 milepost: 0.3  
3.3 miles south of Sheridan T55N, R84W, S15.  
USGS Big Horn 7½' quadrangle UTM: 13.345235.4956595

\* EAX Bridge over Little Goose Creek Sheridan County

erection date: 1911 contractor: Canton Bridge Company Canton Ohio

OMF 1005 12  
E10  
For NPS use only  
received  
date entered FEB 28 1985

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

ELY (continued)

the Wind River Diversion Dam, this bridge is reportedly the first vehicular truss to be incorporated into a dam structure in this fashion. The Wyoming Highway Department awarded the construction contract for it on 2 May 1924 to Taggart Construction Company of Cody; truss material was supplied by the American Bridge Company. At the estimated cost of \$58,000, the spans were built on Federal Aid Project 159A. The bridge consists of eight Warren pony trusses - the greatest number of spans for a highway bridge in Wyoming, which combined, span a length of 655' - the longest highway truss in the state. It is one of Wyoming's most significant trusses.

ENP Bridge over Green River

Built early in this century by the Western Bridge Construction Company, this two-span truss is a classic example of early roadway bridge technology. It consists of two Pratt trusses - one through and one pony, both pin connected - which are typical representatives of truss configurations common in the state's county road system. The combination of through and pony spans is unusual, though not unique, in Wyoming; this is the only pinned Pratt combination left. One of the more interesting of the earliest trusses.

ERF Bridge over Mill Creek

This 36' pony truss, built by Charles G. Sheely in 1907, is an excellent early example of a pin-connected Pratt Half-hip - a truss configuration which is relatively uncommon on the county roads in Wyoming. One of the oldest remaining steel trusses in the state.

ERT Bridge over Blacks Fork

Spanning Blacks Fork, this 80' pony is an early example of a rigid-connected Warren with verticals and polygonal top chords - a configuration which was later used extensively by the Wyoming Highway Department from standard designs. Erected for Uinta County, it represents a transition from county-built roadway bridges to Highway Department highway bridges.

ETD Bridge over Green River

In June 1913 the Sweetwater County commissioners solicited bids for two bridges in the county; later that month the contract was awarded to the Colorado Bridge and Construction Company for \$5895. With a span of 150' this bridge is one of the longest of the early 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 - a significant early remnant.

ETR Big Island Bridge

In October 1909 Charles G. Sheely was awarded the contract for this bridge over