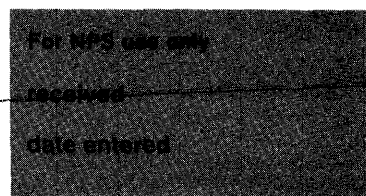


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DML (Continued)

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

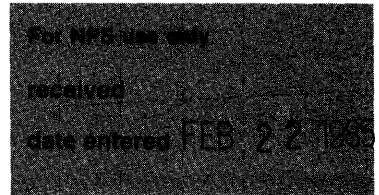
Fremont County

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

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ECS (continued)

by Sheridan County in June 1914 for four steel bridges - this and another span over Big Goose Creek, a 40' span over North Piney Creek south of Sheridan) and another. With the low bid of \$4800 for all four, Canton had underbid several other national bridge erectors: the Elkhart Bridge and Iron Company, Midland Bridge Company, Clinton Bridge Company, Gregg and Stout, Missouri Valley Bridge and Iron Company, Security Bridge Company, Minneapolis Steel and Machinery Company and Walsh and Patterson. The bridges were completed by November of that year. This small four-panel Pratt pony is an excellent early example of a roadway truss configuration which is common for Wyoming.

EDL Peloux Bridge

Johnson County awarded the contract for this bridge in August 1912 to the Canton Bridge Company. With a low proposal of \$1967.50, Canton had underbid three other national bridges manufacturers - the Hennepin Bridge Company, Security Bridge Company and Missouri Valley Bridge and Iron Company. This pin-connected five-panel Pratt pony is one of the earlier and better preserved examples of a common truss configuration.

EDZ Irigary Bridge

Johnson County, on 4 February 1913, awarded the contract for this bridge over the Powder River near the town of Sussex to the Canton Bridge Company; it was completed later that year. The structure was moved from that location in 1963 by the Etlin Peterson Construction Company of Casper under contract with the Wyoming Highway Department. Moved 18 miles to the Irigary Road, it again spans the Powder River in its new location. The Irigary Bridge's span of 200' is the longest clear span of any county bridge still in use in the state. It is exceeded in simple span length by only one highway truss and one abandoned roadway truss, both 250' in length. As one of only two pin-connected Pennsylvania throughs in the survey, it is one of the most important bridges in Wyoming.

EEN Schoonover Bridge

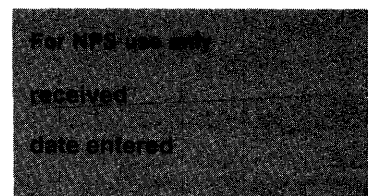
Originally a railroad bridge, by one report, the two trusses for the Schoonover Bridge were hauled over the frozen Powder River ca. 1928 and lifted into place at this location on the Schoonover Road. Classic seven-panel through trusses, the two spans are supported by the original steel pile bent center pier. This bridge is one of three two-span Pratt throughs still functional on the county road system; it exemplifies the frequent acquisition of surplus trusses for highway use by the state's counties.

EFP Bridge over Owl Creek

Built in 1919-20 for Hot Springs County by the Monarch Engineering Company of Denver, this bridge over Owl Creek is one of the more outstanding of the early county system vehicular trusses in Wyoming. Although several long-span, pin-connected

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EFP (continued)

Camelbacks and Parkers had been built in the state during the first decades of this century, their attenuated long-span configurations have made them targets for county bridge replacement programs. The Owl Creek Bridge is one of only two pin-connected Camelback throughs left. An important early remnant.

EJE Bridge over Shell Creek

Big Horn County received only one bid for the erection of this bridge over Shell Creek, and therefore awarded the contract to the Midland Bridge Company of Kansas City for \$4500 in 1920. A rigid-connected Warren pony truss with verticals at alternating panel points, it is the longest traceable example of its type - an excellent early example of a Warren variation.

EJP ✓ County Line Bridge

A joint venture between Big Horn and Washakie counties, the construction contract for this bridge was awarded in October 1917 to the Monarch Engineering Company. Big Horn County built the west abutment, Washakie the east and the counties each paid half for the bridge superstructure. Thought to straddle the border between the two counties, later surveys have revealed that this bridge lies entirely within Big Horn County. It is one of the earliest of five 100' rigid-connected Camelback ponies in use on the county and state road systems in Wyoming - the longest of its type in the state. As a classic example of its truss configuration and the only known instance of such collaboration between counties, it is one of the more significant roadway trusses in Wyoming.

EJZ ✓ Bridge over Shoshone River

This bridge was built in 1925-26 on Federal Aid Project 176A by contractors McGuire and Blakeslee of Lovell. It replaced an earlier bridge at this crossing of the Shoshone River on the Lovell-Cowley Road. Designed by Wyoming Highway Department, it is one of many Warren pony trusses with verticals and polygonal top chords erected in the state during the 1920s and 30s. This bridge is distinguished by its multiple spans - the second greatest number for a highway truss in the state. A significant example of later highway truss design.

ELS ✓ Bridge over Big Wind River

A juryrigged structure which combines an arched top chord with the simplistic bearing of a King Post truss, this modest two-span pony truss is unique for Wyoming. It appeared to be constructed from salvaged materials, including tunnel sets for the arches, and lacks construction sophistication. An interesting departure from standard form for a small vehicular truss.

ELY ✓ Wind River Diversion Dam Bridge

Erected on piers provided by the U.S. Reclamation Service and built integral with