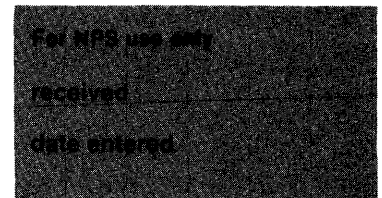


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CQA (continued)

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

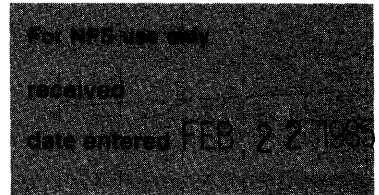
Rairden Bridge Big Horn County (over Big Horn River)

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

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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