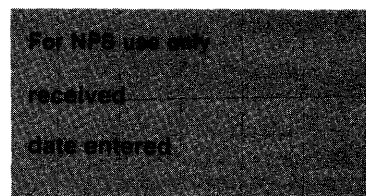


**United States Department of the Interior
National Park Service**

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DUX (continued)

Natrona County Road CN1-58 (Bessemmer Bend Road) milepost: 2.0
town of Bessemmer 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

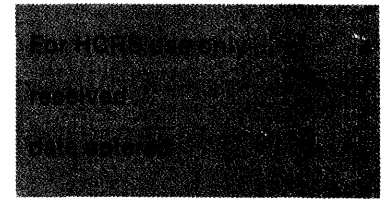
Sheridan County

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

**United States Department of the Interior
Heritage Conservation and Recreation Service**

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DXN (continued)

end posts. It is an interesting variation for a vehicular bridge in the state.

EAU Arvada Bridge

In February 1917, the Sheridan County Board of Commissioners received bids for 4 steel trusses - this one over the Powder River at Arvada, a 100' span over Clear Creek, an 80' span over the Tongue River and a 60' span over Lower Prairie Dog Creek. Monarch Engineering Company of Denver received the contract out of a field of eight bidders, with a proposal of \$18,000 (\$19,201 the day before). This pin-connected Parker through is one of only two examples remaining of its type in the state - one of the more significant of Wyoming's early bridges.

EAW Bridge over Little Goose Creek

(History - see DGC) An excellent early example of an uncommon truss type.

EAX Bridge over Little Goose Creek

(History - see DGC) An excellent early example of an uncommon truss type.

EBF Bridge over Powder River

In October 1914 the Sheridan County commissioners, seeking to take advantage of an atypically dry riverbed for the Powder River, contracted with Gregg and Stout Bridge Company of Sheridan to build a center pier for a two-span truss bridge. Jack Gregg was awarded the contract for the superstructure in February 1915. This through truss, consisting of a Pratt and a Warren span, presents classic configurations of the two truss types. One of the earlier rigid-connected vehicular trusses in Wyoming, it presents a transition from the earlier pin-connected bridges. One of the state's more interesting vehicular trusses.

ECR Kooi Bridge

In May 1913 the Sheridan County commissioners advertised for bids for two 80' steel trusses - one over Lower Piney Creek and this one over the Tongue River at the town of Kooi. Five bridgebuilding firms submitted proposals for both high (through) and low (pony) trusses: Canton Bridge Company (low - \$4740; high - \$5080), Missouri Valley Bridge Company (low - \$3791; high - \$5733), C.G. Sedgewick (low - \$5298), Midland Bridge Company (low - \$5335) and Jack Gregg (low - \$3791; high - \$4493). Gregg from Sheridan was awarded the contract received the contract and completed the bridges later that year. This five-panel, pin-connected Pratt truss is a classic early example of a relatively common vehicular truss type in Wyoming. With a clear span of eighty feet, it is the longest pin-connected Pratt pony still in use on the state and county road systems.

ECS Bridge over Big Goose Creek

The Canton Bridge Company of Canton, Ohio, was awarded the construction contract