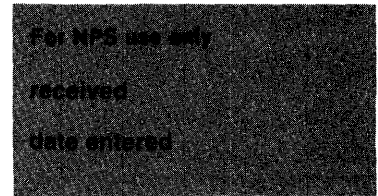


**United States Department of the Interior
National Park Service**

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



ECR (continued)

Single-span, steel pin-connected, 5-panel Pratt pony truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired
rectangular eyebars; verticals: four angles w/ double lacing; diagonals: paired
square eyebars w/ turnbuckles (single eyebar counters w/ turnbuckles); timber
guardrails.

Sheridan County Road CN3-93 milepost: 0.5
2.7 miles west of Monarch T57N, R85W, S14.
USGS Monarch 7½' quadrangle UTM: 13.335250.4974775

EWZ ✓ Bridge over East Channel of Laramie River Platte County

erection date: 1913-14 contractor: Pueblo Bridge Co. Pueblo Colorado
span length: 70'0" abutments: timber retaining w/ steel piles
total length: 71'2" piers: none
roadway width: 15'8" roadway: timber stringers and decking
span type: simple approaches: none
Single-span, steel pin-connected 5-panel Pratt pony truss
top chords: two channel w/ cover plates and lacing; bottom chords: paired
rectangular eyebars; verticals: four angles w/ lacing; diagonals: paired square
eyebars w/ turnbuckles (single eyebar counters w/ turnbuckles).

Platte County Road CN8-204 (Palmer Canyon Road) milepost: 2.4
10.1 miles west of Wheatland T24N, R69W, S20.
USGS Hightower SW 7½' quad. UTM: 13.487795.4654540

ECS ✓ Bridge over Big Goose Creek Sheridan County

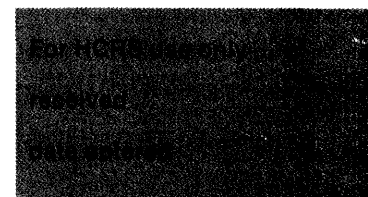
erection date: 1914 contractor: Canton Bridge Company Canton Ohio
span length: 50'0" abutments: concrete retaining w/ sweptback wings
total length: 50'0" piers: none
roadway width: 15'0" roadway: steel stringers w/ timber decking
span type: simple approaches: none
Single-span, steel pin-connected 4-panel Pratt pony truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired
rectangular eyebars; verticals: four angles w/ double lacing; diagonals: paired
square eyebars w/ turnbuckles (single eyebar counters w/ turnbuckles).

Sheridan County Road CN3-53 milepost: 0.1
9.4 miles southwest of Sheridan T55N, R85W, S17.
USGS Beckton 7½' quadrangle UTM: 13.331435.4956400

One bridge in the survey features tandem Pratt through and pony trusses. Although not unique in its combination of through and pony spans or dissimilar truss types, it provides an unusual opportunity to view both of the major Pratt configurations.

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

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Continuation sheet Wyoming Vehicular Bridges Item number 8

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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

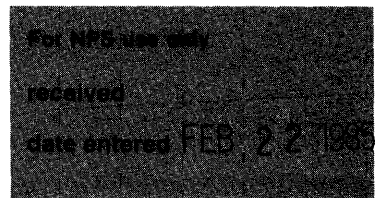
In May 1913 the Sheridan County commissioners advertised for bids for two 80' steel trusses - one over Lower Piney Creek and this one over the Tongue River at the town of Kooi. Five bridgebuilding firms submitted proposals for both high (through) and low (pony) trusses: Canton Bridge Company (low - \$4740; 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

**United States Department of the Interior
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Continuation sheet Wyoming Vehicular Bridges Item number 8

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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