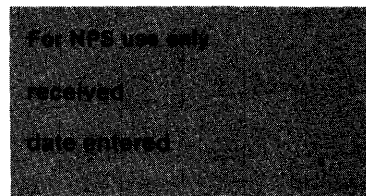


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Although most of the trusses erected on the county and state road systems were made of steel, a number of timber trusses were also erected and several still remain in use. The oldest and most sophisticated timber truss in the survey - a two-span Kingpost pony - is included here.

DDZ Bridge over New Fork River Sublette County
 erection date: 1917 contractor: unknown
 span length: 46'0"ea. abutments: timber full retaining
 total length: 94'0" piers: timber cribbing
 roadway width: 16'2" roadway: timber stringers and decking
 span type: simple approaches: none
 Two-span, timber rigid-connected Kingpost pony truss
 all chords: timber; verticals: steel rods.
 Sublette County Road 136 milepost: 0.20
 0.9 mile west of Boulder T32N, R108W, S9.
 USGS Boulder Lake 7½' quad. UTM: 12.604270.4733690

The final two trusses are something of engineering anomalies, not belonging to any of the trends described on the preceding pages and unlike any other in the state.

DXN Bridge over Missouri River Crook County
 erection date: ca.1920 contractor: unknown
 span length: 72' 1" abutments: concrete sill w/ timber piles
 total length: 72'10" piers: none
 roadway width: 18'0" roadway: timber decking
 span type: simple approaches: none
 Single-span, steel rigid-connected 8-panel Pratt pony truss without inclined end posts.
 top chords: one channel and two angles; bottom chords: two angles; verticals and diagonals: two angles.
 Crook County Road 18-200 (Little Missouri River Road) milepost: 34.8
 21.2 miles north of Hulett T58N, R64W, S36.
 USGS Mona 15' quadrangle UTM: 13.539875.4980980

ELS Bridge over Big Wind River Fremont County
 erection date: ca.1920 contractor: unknown
 span length: 37'0"; 36'7" abutments: concrete culverts w/ timber walls
 total length: 78'7" piers: concrete solid shaft
 roadway width: 14'0" roadway: timber stringers and decking

017 10/18/84
12.606700.4822705

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ELS (continued)
span type: simple approaches: none
Fremont County Road CN10-21 milepost: 0.1
2.8 miles northwest of Dubois T41N, R107W, S3.
USGS Dubois 7½' quadrangle UTM: 12.606700.4822705

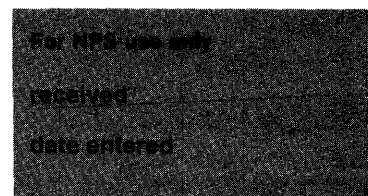
Reinforced concrete arches, common in other parts of the country, are rare in Wyoming. Because they require a solid canyon wall or massive masonry or concrete abutment to withstand the extreme lateral thrust of the primary arch, they have proved unsuitable for most locations in the state. Only one major concrete arch is known to have been built on the road and highway systems in Wyoming. Fortunately it is still standing and is included in this nomination.

Hayden Arch Bridge
erection date: 1924-25 contractor: Crocker Construction Company
designer: C.E. Hayden (Wyoming Highway Department)
span length: 115'0" abutments: concrete on canyon walls
roadway width: 20'0" piers: concrete
span type: concrete arch approaches: smaller concrete arches
Single-span reinforced concrete arch bridge with two smaller arch approach spans

Old U.S. 14/16 (Cody-Yellowstone Highway)
Approximately 2½ miles west of Cody T52N, R102W, S35.
USGS Cody 15' quadrangle UTM: 12.647310.4930010

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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