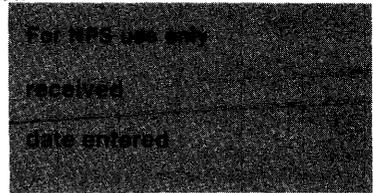


**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
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ERT (continued)

Uinta County Road CN19-217	milepost: 1.4
1.1 mile south of Fort Bridger	T15N, R115W, S4.
USGS Fort Bridger 7½' quad.	UTM: 12.550960.4572200

EJZ Bridge over Shoshone River Big Horn County ✓

erection date: 1925-26	contractor: McGuire and Blakeslee Lovell Wy.
span length: 95'0"ea.	abutments: concrete retaining w/ sweptback wings
total length: 389'6"	piers: concrete solid shaft on spread ftgs.
roadway width: 20'0"	roadway: steel stringers w/ concrete deck
span type: simple	approaches: none

Four-span, steel rigid-connected 10-panel Warren pony truss with polygonal top chords and verticals.  
top chords: two channels w/ cover plates and lacing; bottom chords: four angles w/ batten plates; verticals: four angles w/ gusset plates; diagonals: four angles w/ lacing or gusset plates; lattice guardrails.

Big Horn County Road CN9-111 (Cowley-Lovell Road)	milepost: 0.5
2.1 miles south of Lovell	T56N, R96W, S17.
USGS Lovell 7½' quadrangle	UTM: 13.702810.4967980

An unusual Warren variation features polygonal top chords with verticals at alternating panel points. Four pony trusses and one through of this type are included in the survey. The through and the best pony example are included here.

DUX Bessemer Bend Bridge Natrona County (over North Platte River)

erection date: 1921-22	contractor: unknown
span length: 195'0" through 65'0" ponies	abutments: concrete full retaining
total length: 330'0"	piers: concrete solid shaft
roadway width: 18'10"	roadway: steel stringers w/ concrete deck
span type: simple	approaches: two steel rigid-connected Warren pony trusses with verticals at alternating panel points

Single-span, steel rigid-connected Warren through truss with verticals at alternating panel points.  
top chords: two channels w/ cover plates and lacing; bottom chords: two channels w/ batten plates; verticals: four angles w/ lacing; diagonals: two channels w/ lacing or rolled beams; struts: four angles w/ lacing; lateral bracing: two angles w/ lacing; sway bracing: angle; steel pipe guardrails.

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

**National Register of Historic Places  
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Continuation sheet Wyoming Vehicular Bridges Item number 8

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DML (continued)

also called the Butler Bridge. O'Neil's bid for \$11,920 was the lower of only two received. With a span of 170', the Butler Bridge is the longer of two pin-connected Camelback throughs remaining in use on the county road system. As such it is an important early example of its generic type.

DMS Bridge over Cow Creek

This bridge is one of three contracted for by Carbon County in March 1915. The construction contract was awarded to the Petry-Moulton Company of Cheyenne for this 40' span (\$1300), a 50' truss across Spring Creek three miles south of Saratoga (\$1440) and an 80' truss over the Medicine Bow River (\$2190). Petry-Moulton had underbid several other bridge manufacturers - the Midland Bridge Company, Pueblo Bridge Company, James J. Burke and Company, the Kansas City Bridge Company and the Monarch Engineering Company. This small pony truss is a modified Warren, with verticals at alternating panel points, one of four examples of its type in Wyoming's state and county road systems. It is also the oldest traceable Warren truss still in use on a county road in the state. As such it is one of the more significant of Wyoming's vehicular trusses.

DOE Bridge over Laramie River

The Wyoming Highway Department awarded the construction contract for this bridge in May 1926 to N.A. Swenson of Laramie as part of Federal Aid Project 156B. Originally located over the Laramie River on the Bosler-Laramie Road (the old Lincoln Highway, U.S. 30), this bridge was replaced in 1932 by two 100' spans, which were in turn replaced in 1947. Now located on a secondary county road north of Bosler, this bridge is distinguished somewhat as the only two-span Pratt Half-hip still in use in the state. It is one of the best examples of a relatively uncommon truss configuration.

DSD Bridge over Cheyenne River

Probably originally a railroad truss, subsequently moved to this location, this bridge is the only example of its type functioning presently on the county road system in Wyoming. As one of only two rigid-connected Pennsylvania throughs in the state, it is an important early remnant.

DUX Bessemer Bend Bridge

Built in 1921-22 for Natrona County, this bridge is a unique subtype of the standard Warren truss. One of only three Warren throughs still in use on the county road systems, it is the only one with verticals at alternating panel points; the two pony approach spans are also unusual, though not unique in their configuration. This bridge spans the North Platte River at the historic Bessemer Bend crossing of the Oregon Trail, an important emigrant site.

DXN Bridge over Missouri River

Unique for its type in Wyoming, this eight-panel Pratt pony truss lacks inclined