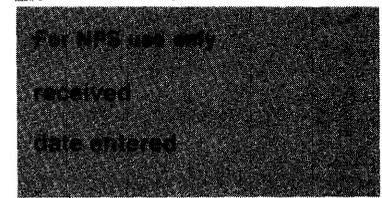


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The most common Warren subtype features straight top chords and verticals at all panel points. Eighteen of these rigid-connected ponies are found in the survey, ranging in date from 1919 to 1957 and in length from 45' to 140'. By far the most outstanding among this group is the Wind River Diversion Dam Bridge. With its eight simple spans mounted atop concrete piers formed integrally with the dam the bridge spans, this is one of the state's most significant vehicular bridges.

ELY Wind River Diversion Dam Bridge Fremont County

erection date: 1924-25	contractor: Taggart Construction Co. Cody Wy.
span length: unknown	abutments: concrete full retaining
total length: 655'0"	piers: concrete solid shaft mounted on dam
roadway width: 18'0"	roadway: steel stringers w/ concrete deck
span type: simple	approaches: 62' concrete beam

Eight-span, steel rigid-connected 8-panel Warren pony truss with verticals  
top chords: two channels w/ cover plates and lacing; bottom chords: four angles  
w/ batten plates; verticals: four angles w/ batten plates; diagonals: two angles  
w/ batten plates and lacing; lattice guardrails.

Fremont County Road CN10-24	milepost: 5.8
9.2 miles west of Morton	T3N, R2W, S23.
USGS Argo Butte 7½' quadrangle	UTM: 12.666120.4787605

The Wyoming Highway Department built several Warren pony trusses during the 1920s and 30s. Around 1930 it began designing them with polygonal instead of straight top chords - a refinement which proved more economical than its predecessor. Fifteen Warren pony trusses with polygonal top chords and verticals at all panel points remain in use today, with span lengths ranging from 70' to 100'. All but one of these appear to have been erected from a single standardized design used by the Highway Department. The one exception appears to be a transitional structure - built for one of the counties from a different design; it is included in this nomination. The most outstanding of the Highway Department-designed trusses of this type is also included.

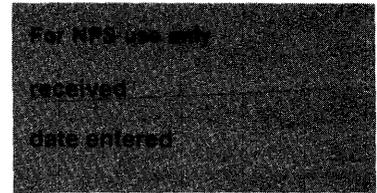
ERT Bridge over Black's Fork Uinta County

erection date: ca.1920	contractor: unknown
span length: 80'0"	abutments: concrete retaining w/ sweptback wings
total length: 80'8"	piers: none
roadway width: 15'9"	roadway: steel stringers w/ timber decking
span type: simple	approaches: none

Single-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: two channels  
w/ batten plates; verticals: two angles w/ gusset plates; diagonals: two angles  
w/ lacing or batten plates; steel angle guardrails.

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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

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ELY (continued)

the Wind River Diversion Dam, this bridge is reportedly the first vehicular truss to be incorporated into a dam structure in this fashion. The Wyoming Highway Department awarded the construction contract for it on 2 May 1924 to Taggart Construction Company of Cody; truss material was supplied by the American Bridge Company. At the estimated cost of \$58,000, the spans were built on Federal Aid Project 159A. The bridge consists of eight Warren pony trusses - the greatest number of spans for a highway bridge in Wyoming, which combined, span a length of 655' - the longest highway truss in the state. It is one of Wyoming's most significant trusses.

ENP Bridge over Green River

Built early in this century by the Western Bridge Construction Company, this two-span truss is a classic example of early roadway bridge technology. It consists of two Pratt trusses - one through and one pony, both pin connected - which are typical representatives of truss configurations common in the state's county road system. The combination of through and pony spans is unusual, though not unique, in Wyoming; this is the only pinned Pratt combination left. One of the more interesting of the earliest trusses.

ERF Bridge over Mill Creek

This 36' pony truss, built by Charles G. Sheely in 1907, is an excellent early example of a pin-connected Pratt Half-hip - a truss configuration which is relatively uncommon on the county roads in Wyoming. One of the oldest remaining steel trusses in the state.

ERT Bridge over Blacks Fork

Spanning Blacks Fork, this 80' pony is an early example of a rigid-connected Warren with verticals and polygonal top chords - a configuration which was later used extensively by the Wyoming Highway Department from standard designs. Erected for Uinta County, it represents a transition from county-built roadway bridges to Highway Department highway bridges.

ETD Bridge over Green River

In June 1913 the Sweetwater County commissioners solicited bids for two bridges in the county; later that month the contract was awarded to the Colorado Bridge and Construction Company for \$5895. With a span of 150' this bridge is one of the longest of the early pin-connected Pratt throughs built in the state. It is an excellent example of a truss type which proved to be a staple for the early county road system - a significant early remnant.

ETR Big Island Bridge

In October 1909 Charles G. Sheely was awarded the contract for this bridge over