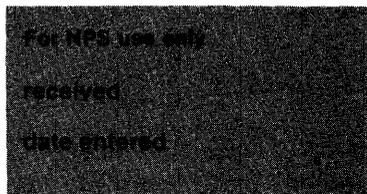


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Although most of the trusses erected on the county and state road systems were made of steel, a number of timber trusses were also erected and several still remain in use. The oldest and most sophisticated timber truss in the survey - a two-span Kingpost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

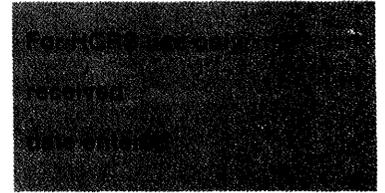
The final two trusses are something of engineering anomalies, not belonging to any of the trends described on the preceding pages and unlike any other in the state.

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

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CQA (continued)

the construction contract for this bridge over the Big Horn River to Charles M. Smith of Thermopolis. The bridge is one of only two rigid-connected Pennsylvania through trusses with sub-struts still functional in the state and county road systems of Wyoming. With a simple span of 175' it is the longer of the two. As such it is an uncommon truss type for a highway bridge, more usually associated with railroad spans, and is one of Wyoming's more significant trusses.

DDW Granger Bridge

The construction contract for this bridge over Blacks Fork at Granger was awarded in June 1912 to the C.G. Sheely Contracting Company of Denver by the Sweetwater County commissioners. Sheely, later president of the Colorado Bridge and Construction Company, had submitted the lowest bid at \$3999. By November he had delivered the steel for the superstructure for the 150' truss, requesting that the Board visit Granger and decide upon a bridge site. Construction was completed the following year. This pin-connected Pratt through truss, one of the longest of its type in the state, displays classic member configuration. It is a well-preserved early example of a truss type which is common for Wyoming's county and state roads.

DDZ Bridge over New Fork River

This bridge reportedly erected in 1917 by Lincoln County, is the only two-span kingpost timber truss in the state. With its paired chords with timber spacer blocks and steel rod stiffeners, it is the most sophisticated of the few timber trusses still functional on the county road system. As the best example of its configuration and material, it is one of the more significant trusses in Wyoming.

DFT Bridge over Medicine Bow River

In August 1911 the Carbon County commissioners toured the county to inspect the current road and bridge conditions. After reviewing the numerous petitions from around the county for bridge construction and repair, they arrived at two conclusions: an additional two mill levy was needed to finance the large volume of work and three bridges were needed immediately. The three - one over Savery Creek south-east of Wamsutter, one over Big Creek southeast of Encampment and this bridge over the Medicine Bow River north of Hanna. Bids were opened in September, and the contract was awarded to Charles G. Sheely of Denver, lowest bidder in a group of six with a total of \$19,445 (this bridge cost \$9873). With a span of 152' this bridge is one of the longest 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 - one of the earlier remaining bridges in the survey.

DFU^v Elk Mountain Bridge

Carbon County awarded the construction contract for three trusses (over Pass Creek southeast of Walcott, the Medicine Bow River at Elk Mountain and Mill Creek just north of Elk Mountain) in August 1923 to D.B. Miller of Cheyenne and Denver. With