

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

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

For HCERS use only

received

date entered

Continuation sheet Wyoming Vehicular Bridges Item number 4

Page 3

Bridge	Owner/Administrator	Location of Legal Description
ELS Bridge over Big Wind River	Fremont County	Fremont County Courthouse P.O. Box CC Lander Wyoming 82520
ELY Wind River Diversion Dam Bridge	Fremont County	same
ENP Bridge over Green River	Sublette County	Sublette County Courthouse 21 South Tyler Avenue Pinedale Wyoming 82941
* ERF Bridge over Mill Creek	Uinta County	Uinta County Courthouse 225 Ninth Street Evanston Wyoming 82930
ERT Bridge over Black's Fork	Uinta County	same
ETD Bridge over Green River	Sweetwater County	Sweetwater County Courthouse P.O. Box 730 Green River Wyoming 82935
ETR Big Island Bridge	Sweetwater County	same
* EWA Bridge over Garland Canal	Park County	Park County Courthouse P.O. Box 160 Cody Wyoming 82414
EWZ Bridge over East Channel of Laramie River	Platte County	Platte County Courthouse P.O. Box 728 Wheatland Wyoming 82201
* <input checked="" type="checkbox"/> Hayden Arch Bridge	Bureau of Reclamation	Park County Courthouse P.O. Box 160 Cody Wyoming 82414
<input type="checkbox"/> Rairden Bridge	Big Horn County	Big Horn County Courthouse Fifth and C Streets Basin Wyoming 82443

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Continuation sheet Wyoming Vehicular Bridges Item number 7

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of particular designs, whether as the best or earliest examples of their types from relatively large groups or as the only surviving examples of specific configurations. With few truly outstanding trusses encountered in the survey, the intent of the evaluation is to select the best representative bridges from each major generic type (Pratt through trusses for instance), along with notable deviations from standard form, and tie these together with the history of trussbuilding in Wyoming. The result is a group of structures which, preserved and interpreted, forms the tangible basis for the telling of part of the state's history.

Following is a listing by type of the bridges included in this nomination:

Pratt Through Trusses:

Patented in 1844 by Thomas and Caleb Pratt, the Pratt through truss became the bridge of choice for medium-span vehicular crossings during the late 19th and early 20th centuries. 26 Pratt throughs are found in the survey - 18 pin-connected and 8 of the later rigid-connected bridges; these range from 80' to 155' in length. Five bridges have been selected from this configuration: One is the longest and oldest of the remaining Pratts (as well as one of only two two-span Pratts), three are early 150' spans built within three years of each other, all by Charles G. Sheely, and one is an excellent early example of a railroad bridge salvaged for use on a county road.

✓ ETR Big Island Bridge

Sweetwater County (over Green River)

erection date: 1909-10 contractor: Charles G. Sheely Denver Colorado  
span length: 155'0" ea. abutments: concrete retaining w/ sweptback wings  
total length: 352'0" piers: steel-cased concrete columns  
roadway width: 12'5" roadway: steel stringers w/ timber decking  
span type: simple approaches: 20' steel deck girders  
Two-span, steel pin-connected, 7-panel Pratt through truss  
top chords: two channels w/ cover plates and lacing; bottom chords: paired  
rectangular eyebars; verticals: two channels w/ lacing; diagonals: paired  
rectangular eyebars; struts: angle; lateral and sway bracing: round bars;  
laced guardrails.

Sweetwater County Road CN4-4 milepost: 2.5  
21.5 miles northwest of Green River city T21N, R109W, S26.  
USGS Big Island Bridge 7½' quad UTM: 12.605175.4624190

\* DDW Granger Bridge

Sweetwater County (over Black's Fork)

erection date: 1912-13 contractor: Charles G. Sheely Denver Colorado  
span length: 150'0" abutments: concrete retaining w/ sweptback wings  
total length: 180'0" piers: steel-cased concrete columns  
roadway width: 15'0" roadway: steel stringers w/ timber decking  
span type: simple approaches: 15' timber stringers

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OM 100-374-117  
EM 100-374-117



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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

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ETR (continued)

the Green River and another over the Little Sandy about fifty miles north of Rock Springs. Called the Big Island Bridge for the region it opened, this two-span Pratt through features the longest simple spans for its type in the state; it is also one of the oldest existing trusses in the state. One of the most significant of the early county-built vehicular bridges.

EWA Bridge over Garland Canal

This short-span pony truss over the Garland Canal is the best preserved of the early pin-connected Pratt Half-hips in use on Wyoming's county road system. With outriders on the verticals it is also the most technologically sophisticated of this uncommon truss type. An excellent early remnant.

EWZ Bridge over East Channel of Laramie River

An excellent early example of a pin-connected, five-panel Pratt pony truss, a relatively common truss configuration for Wyoming, this bridge was erected by the Pueblo Bridge Company of Pueblo Colorado. In September 1913, the Platte County commissioners awarded the contract for this bridge and another to Pueblo, low bidder among five with a price of \$3650 (\$2200 for this bridge). The two were completed the following year.

Hayden Arch Bridge

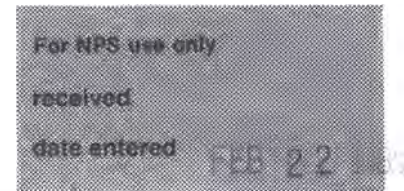
Named for its designer, Wyoming Highway Department engineer C.E. Hayden, the Hayden Arch Bridge was designed by the Wyoming Highway Department and built by the Crocker Construction Company. Spanning the Shoshone River on old U.S. 14/16 (the Black and Yellow Highway), this medium-span concrete arch is the only example of its type in the state. The Hayden Arch features concrete railings with round arch balustrades, a reinforced concrete roadway and a single 115' open spandrel primary arch upon which rest eight secondary arches. It is now situated on a secondary road with the subsequent relocation of the highway. Unique for Wyoming, it is one of the state's most significant vehicular bridges.

✓ Rairden Bridge

In February 1916 the Big Horn County commissioners advertised for bids on three steel truss bridges: one over the Nowood River above Manderson, one over the Big Horn at Kane and this bridge at Rairden. The following month six bridge erectors submitted proposals in what is probably the most costly multi-bridge bidding in the state. Monarch Engineering Company, which had bid \$30,986 received the contract for the Rairden and Kane bridges, and the structures were completed later that year. This 250' pin-connected Pennsylvania truss is distinguished in a number of ways: it is the longest single-span truss erected on the county road system; it is also perhaps the most expensive bridge erected by one of the counties: it is the longest

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The verbal boundary description for each bridge is the same and includes the individual bridge its abutments and the ten feet of land surface where it connects to the bank. Each bridge's dimensions and location are provided within its description in the paragraph under Item 7. It is necessary to provide arbitrary boundaries of ten feet because of the nature of the resource and because additional land surface would provide no further protection for the bridges, nor would it simplify the verbal boundary description. The locations and dimensions provided are sufficient for defining the resources in this thematic nomination.

The following is a list of Quadrangle name and UTM coordinates for each bridge included in this thematic nomination.

- ETR**  
 Sweetwater County Road CN4-4 milepost: 2.5  
 21.5 miles northwest of Green River city T21N, R109W, S26  
 USGS Big Island Bridge 7½' quad. UTM: 12.605175.4624190
- ETD**  
 Sweetwater County Road (CN4-8SS (Fontenelle Townsite Road) milepost: 1.0  
 1 mile east of Fontenelle T23N, R11W, S7  
 USGS Fontenelle 7½' quad UTM: 12.579105.4647800
- EDL**  
 Johnson County Road CN16-40 milepost: 0.2  
 2.6 miles northeast of Buffalo T51N, R81W, S30  
 USGS Buffalo 7½' quadrangle UTM: 13.368215.4913800
- ECR**  
 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**  
 Platte County Road CN8-204 (Palmer Canyon Road) milepost: 2.4  
 10.1 miles west of Wheatland T24N, R69W, S20  
 USGA Hightower SW 7½' quad. UTM: 13.487795.4654540
- ECS**  
 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

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Continuation sheet

Item number

Page

Multiple Resource Area  
Thematic Group

Name Vehicular Truss and Arch Bridges in Wyoming Thematic Resources  
State Wyoming

Nomination/Type of Review

Date/Signature

21. EWZ Bridge over East Channell  
of Laramie River

Substantive Review

Keeper

Carl D. Shull 2-22-85

Attest

William B. Bushong

22. EAU Arvada Bridge

Entered in the  
National Register

for Keeper

Selma Byers

Attest

23. ECR Kooi Bridge

Entered in the  
National Register

for Keeper

Selma Byers 2/22/85

Attest

24. ECS Bridge over Big Goose Creek

Entered in the  
National Register

for Keeper

Selma Byers 2/22/85

Attest

25. EBF Bridge over Power River

Entered in the  
National Register

for Keeper

Selma Byers 2/22/85

Attest

26. CKW Bridge over Power River

Entered in the  
National Register

Keeper

Carl D. Shull 2-22-85

Attest

William B. Bushong

27. DDZ Bridge over New Fork River

Entered in the  
National Register

for Keeper

Selma Byers 2/22/85

Attest

28. ENP Bridge over Green River

Entered in the  
National Register

for Keeper

Selma Byers 2/22/85

Attest

29. ETD Bridge over Green River

Entered in the  
National Register

for Keeper

Selma Byers 2/22/85

Attest

30. ETR Big Island Bridge

Entered in the  
National Register

for Keeper

Selma Byers 2/22/85

Attest

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

ETR Big Island Bridge (Vehicular Truss and Arch  
Bridges in Wyoming TR)  
Sweetwater County  
WYOMING

JAN 9 1985

Working No. \_\_\_\_\_

Fed. Reg. Date: 2/4/86

Date Due: 2/8/85 - 2/23/85

Action:  ACCEPT 2-22-85

RETURN

REJECT

Federal Agency: \_\_\_\_\_

Entered in the  
National Register

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review:  sample  request  appeal  NR decision

Reviewer's comments: \_\_\_\_\_

Recom./Criteria \_\_\_\_\_

Reviewer \_\_\_\_\_

Discipline \_\_\_\_\_

Date \_\_\_\_\_

\_\_\_\_\_ see continuation sheet

Nomination returned for:  technical corrections cited below  
 substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible?  yes  no

7. Description

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	Check one	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> unaltered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	<input type="checkbox"/> altered	

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

---

**8. Significance**

Period \_\_\_\_\_ Areas of Significance—Check and justify below

Specific dates \_\_\_\_\_ Builder/Architect \_\_\_\_\_  
Statement of Significance (*in one paragraph*)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

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**9. Major Bibliographical References**

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**10. Geographical Data**

Acreage of nominated property \_\_\_\_\_  
Quadrangle name \_\_\_\_\_  
UTM References \_\_\_\_\_

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Verbal boundary description and justification

---

**11. Form Prepared By**

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**12. State Historic Preservation Officer Certification**

The evaluated significance of this property within the state is:

\_\_\_\_ national      \_\_\_\_ state      \_\_\_\_ local

State Historic Preservation Officer signature

title \_\_\_\_\_ date \_\_\_\_\_

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**13. Other**

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_ Phone: \_\_\_\_\_





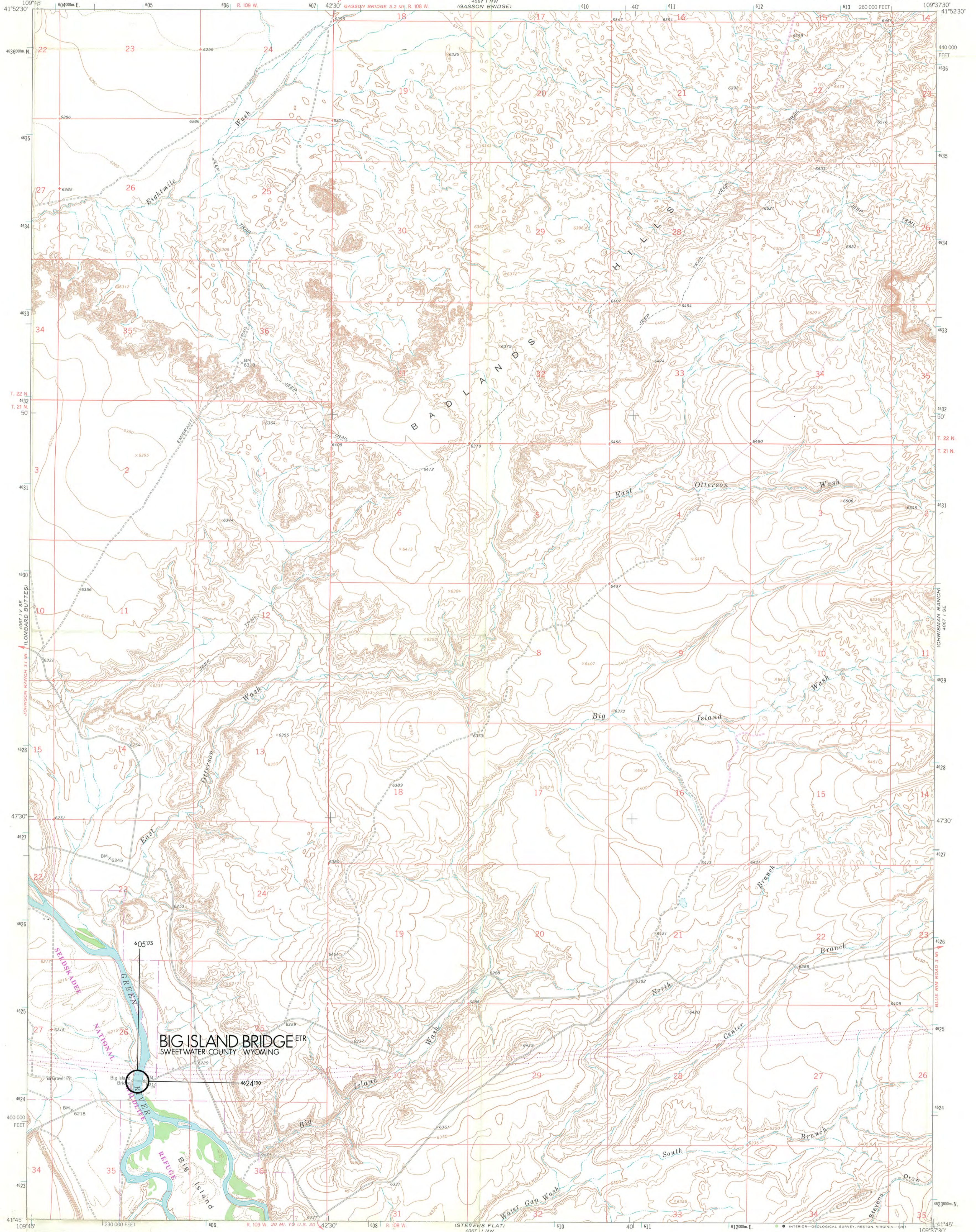
ETR Big Island Bridge  
Sweetwater County Wyoming  
17 January 1982 photo 93  
northwest toward south web

Clayton B. Fraser  
Fraserdesign

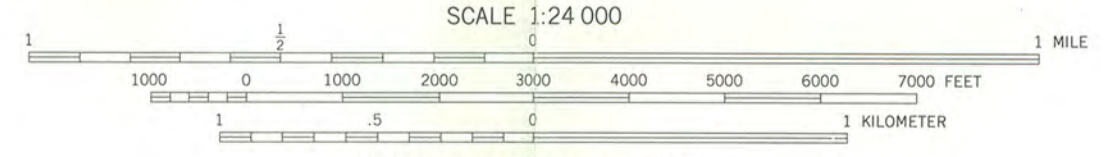
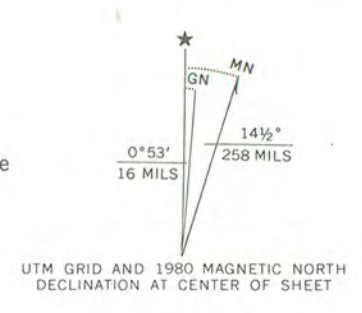


ETR Big Island Bridge  
Sweetwater County Wyoming  
17 January 1982 photo 95  
north toward east pier detail

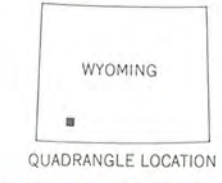
Clayton B. Fraser  
Fraserdesign



Mapped, edited, and published by the Geological Survey  
Control by USGS and NOS/NOAA  
Topography by photogrammetric methods from aerial  
photographs taken 1962. Field checked 1963  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Wyoming coordinate system, west central zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 12, shown in blue  
To place on the predicted North American Datum 1983  
move the projection lines 9 meters north and  
59 meters east as shown by dashed corner ticks  
There may be private inholdings within the boundaries  
of the National or State reservations shown on this map



CONTOUR INTERVAL 10 FEET  
DOTTED LINES REPRESENT 5-FOOT CONTOURS  
NATIONAL GEODETIC VERTICAL DATUM OF 1929



ROAD CLASSIFICATION  
Light-duty ———— Unimproved dirt - - - - -

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled from aerial photographs  
taken 1977 and other source data. This information not  
field checked. Map edited 1980

BIG ISLAND BRIDGE, WYO.  
N4145-W10937.5/7.5  
1963  
PHOTOREVISED 1980  
DMA 4067 1 SW - SERIES V874