

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

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

For NPS use only
received
date entered

Continuation sheet Wyoming Vehicular Bridges Item number 4

Page 2

Bridge	Owner/Administrator	Location of Legal Description
10 DSD Bridge over Cheyenne River	Niobrara County	Niobrara County Courthouse P.O. Box 398 Lusk Wyoming 82225
11 DUX Bessemer Bend Bridge	Natrona County	Natrona County Courthouse 200 North Center Casper Wyoming 82602
12 DXN Bridge over Missouri River	Crook County	Crook County Courthouse P.O. Box 37 Sundance Wyoming 82729
13 EAU Arvada Bridge	Sheridan County	Sheridan County Courthouse 220 South Main Sheridan Wyoming 82801
* EAW Bridge over Little Goose Creek	Sheridan County	same
* EAX Bridge over Little Goose Creek	Sheridan County	same
14 EBF Bridge over Powder River	Sheridan County	same
15 ECR Kooi Bridge	Sheridan County	same
16 ECS Bridge over Big Goose Creek	Sheridan County	same
17 EDL Peloux Bridge	Johnson County	Johnson County Courthouse Main and Fort Streets Buffalo Wyoming 82834
18 EDZ Irigary Bridge	Johnson County	same
* EEN Schoonover Bridge	Johnson County	same
19 EFP Bridge over Owl Creek	Hot Springs County	Hot Springs County Courthouse Thermopolis Wyoming 82443
20 EJE Bridge over Shell Creek	Big Horn County	Big Horn County Courthouse Fifth and C Streets Basin Wyoming 82410
21 EJP County Line Bridge	Big Horn County	Big Horn County Courthouse Fifth and C Streets Basin Wyoming 82443
22 EJZ Bridge over Shoshone River	Big Horn County	same

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



Continuation sheet Wyoming Vehicular Bridges Item number 7

Page 6

ECR (continued)

Single-span, steel pin-connected, 5-panel Pratt pony truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired
rectangular eyebars; verticals: four angles w/ double lacing; diagonals: paired
square eyebars w/ turnbuckles (single eyebar counters w/ turnbuckles); timber
guardrails.

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 Bridge over East Channel of Laramie River Platte County

erection date: 1913-14 contractor: Pueblo Bridge Co. Pueblo Colorado
span length: 70'0" abutments: timber retaining w/ steel piles
total length: 71'2" piers: none
roadway width: 15'8" roadway: timber stringers and decking
span type: simple approaches: none

Single-span, steel pin-connected 5-panel Pratt pony truss
top chords: two channel w/ cover plates and lacing; bottom chords: paired
rectangular eyebars; verticals: four angles w/ lacing; diagonals: paired square
eyebars w/ turnbuckles (single eyebar counters w/ turnbuckles).

Platte County Road CN8-204 (Palmer Canyon Road) milepost: 2.4
10.1 miles west of Wheatland T24N, R69W, S20.
USGS Hightower SW 7½' quad. UTM: 13.487795.4654540

ECS Bridge over Big Goose Creek Sheridan County

erection date: 1914 contractor: Canton Bridge Company Canton Ohio
span length: 50'0" abutments: concrete retaining w/ sweptback wings
total length: 50'0" piers: none
roadway width: 15'0" roadway: steel stringers w/ timber decking
span type: simple approaches: none

Single-span, steel pin-connected 4-panel Pratt pony truss
top chords: two channels w/ cover plates and lacing; bottom chords: paired
rectangular eyebars; verticals: four angles w/ double lacing; diagonals: paired
square eyebars w/ turnbuckles (single eyebar counters w/ turnbuckles).

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

One bridge in the survey features tandem Pratt through and pony trusses. Although not unique in its combination of through and pony spans or dissimilar truss types, it provides an unusual opportunity to view both of the major Pratt configurations.

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

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



Continuation sheet Wyoming Vehicular Bridges Item number 8

Page 19

DXN (continued)

end posts. It is an interesting variation for a vehicular bridge in the state.

EAU Arvada Bridge

In February 1917, the Sheridan County Board of Commissioners received bids for 4 steel trusses - this one over the Powder River at Arvada, a 100' span over Clear Creek, an 80' span over the Tongue River and a 60' span over Lower Prairie Dog Creek. Monarch Engineering Company of Denver received the contract out of a field of eight bidders, with a proposal of \$18,000 (\$19,201 the day before). This pin-connected Parker through is one of only two examples remaining of its type in the state - one of the more significant of Wyoming's early bridges.

EAW Bridge over Little Goose Creek

(History - see DGC) An excellent early example of an uncommon truss type.

EAX Bridge over Little Goose Creek

(History - see DGC) An excellent early example of an uncommon truss type.

EBF Bridge over Powder River

In October 1914 the Sheridan County commissioners, seeking to take advantage of an atypically dry riverbed for the Powder River, contracted with Gregg and Stout Bridge Company of Sheridan to build a center pier for a two-span truss bridge. Jack Gregg was awarded the contract for the superstructure in February 1915. This through truss, consisting of a Pratt and a Warren span, presents classic configurations of the two truss types. One of the earlier rigid-connected vehicular trusses in Wyoming, it presents a transition from the earlier pin-connected bridges. One of the state's more interesting vehicular trusses.

ECR Kooi Bridge

In May 1913 the Sheridan County commissioners advertised for bids for two 80' steel trusses - one over Lower Piney Creek and this one over the Tongue River at the town of Kooi. Five bridgebuilding firms submitted proposals for both high (through) and low (pony) trusses: Canton Bridge Company (low - \$4740; high - \$5080), Missouri Valley Bridge Company (low - \$3791; high - \$5733), C.G. Sedgewick (low - \$5298), Midland Bridge Company (low - \$5335) and Jack Gregg (low - \$3791; high - \$4493). Gregg from Sheridan was awarded the contract received the contract and completed the bridges later that year. This five-panel, pin-connected Pratt truss is a classic early example of a relatively common vehicular truss type in Wyoming. With a clear span of eighty feet, it is the longest pin-connected Pratt pony still in use on the state and county road systems.

ECS Bridge over Big Goose Creek

The Canton Bridge Company of Canton, Ohio, was awarded the construction contract

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

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



Continuation sheet Wyoming Vehicular Bridges Item number 8

Page 20

ECS (continued)

by Sheridan County in June 1914 for four steel bridges - this and another span over Big Goose Creek, a 40' span over North Piney Creek south of Sheridan) and another. With the low bid of \$4800 for all four, Canton had underbid several other national bridge erectors: the Elkhart Bridge and Iron Company, Midland Bridge Company, Clinton Bridge Company, Gregg and Stout, Missouri Valley Bridge and Iron Company, Security Bridge Company, Minneapolis Steel and Machinery Company and Walsh and Patterson. The bridges were completed by November of that year. This small four-panel Pratt pony is an excellent early example of a roadway truss configuration which is common for Wyoming.

EDL Peloux Bridge

Johnson County awarded the contract for this bridge in August 1912 to the Canton Bridge Company. With a low proposal of \$1967.50, Canton had underbid three other national bridges manufacturers - the Hennepin Bridge Company, Security Bridge Company and Missouri Valley Bridge and Iron Company. This pin-connected five-panel Pratt pony is one of the earlier and better preserved examples of a common truss configuration.

EDZ Irigary Bridge

Johnson County, on 4 February 1913, awarded the contract for this bridge over the Powder River near the town of Sussex to the Canton Bridge Company; it was completed later that year. The structure was moved from that location in 1963 by the Etlin Peterson Construction Company of Casper under contract with the Wyoming Highway Department. Moved 18 miles to the Irigary Road, it again spans the Powder River in its new location. The Irigary Bridge's span of 200' is the longest clear span of any county bridge still in use in the state. It is exceeded in simple span length by only one highway truss and one abandoned roadway truss, both 250' in length. As one of only two pin-connected Pennsylvania throughs in the survey, it is one of the most important bridges in Wyoming.

EEN Schoonover Bridge

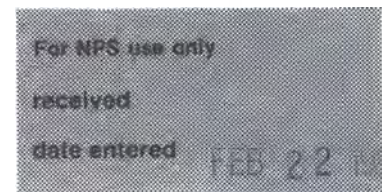
Originally a railroad bridge, by one report, the two trusses for the Schoonover Bridge were hauled over the frozen Powder River ca. 1928 and lifted into place at this location on the Schoonover Road. Classic seven-panel through trusses, the two spans are supported by the original steel pile bent center pier. This bridge is one of three two-span Pratt throughs still functional on the county road system; it exemplifies the frequent acquisition of surplus trusses for highway use by the state's counties.

EFP Bridge over Owl Creek

Built in 1919-20 for Hot Springs County by the Monarch Engineering Company of

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

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



Continuation sheet

Item number 10

Page 1

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

United States Department of the Interior National Park Service National Register of Historic Places Inventory—Nomination Form

For NPS use only
received 1-9-85
date entered

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 <i>Substantive Review</i>	Keeper <u>Care D. Shull 2-22-85</u> Attest <u>William B. Bushy</u>
22. EAU Arvada Bridge <i>Entered in the National Register</i>	for Keeper <u>Delores Byers</u> Attest _____
23. ECR Kooi Bridge <i>Entered in the National Register</i>	for Keeper <u>Delores Byers 2/22/85</u> Attest _____
24. ECS Bridge over Big Goose Creek <i>Entered in the National Register</i>	for Keeper <u>Delores Byers 2/22/85</u> Attest _____
25. EBF Bridge over Power River <i>Entered in the National Register</i>	for Keeper <u>Delores Byers 2/22/85</u> Attest _____
26. CKW Bridge over Power River <i>Substantive Review</i>	Keeper <u>Care D. Shull 2-22-85</u> Attest <u>William B. Bushy</u>
27. DDZ Bridge over New Fork River <i>Entered in the National Register</i>	for Keeper <u>Delores Byers 2/22/85</u> Attest _____
28. ENP Bridge over Green River <i>Entered in the National Register</i>	for Keeper <u>Delores Byers 2/22/85</u> Attest _____
29. ETD Bridge over Green River <i>Entered in the National Register</i>	for Keeper <u>Delores Byers 2/22/85</u> Attest _____
30. ETR Big Island Bridge <i>Entered in the National Register</i>	for Keeper <u>Delores Byers 2/22/85</u> Attest _____

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

ECS

ECA Bridge over Big Goose Creek (Vehicular
Truss and Arch Bridges in Wyoming TR)
Sheridan County
WYOMING

JAN 9 1985

Working No. _____

Fed. Reg. Date: 2/4/86

Date Due: 2/5/85 - 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	Status	Present Use
	Public Acquisition	Accessible	

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

- excellent
- good
- fair
- deteriorated
- ruins
- unexposed

Check one

- unaltered
- altered

Check one

- original site
- moved date _____

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

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____
Quadrangle name _____
UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

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 _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



ECS Bridge over Big Goose Creek
Sheridan County Wyoming
19 April 1982 photo 57

east toward west web

Clayton B. Fraser
Fraserdesign



ECS Bridge over Big Goose Creek
Sheridan County Wyoming
19 April 1982 photo 58

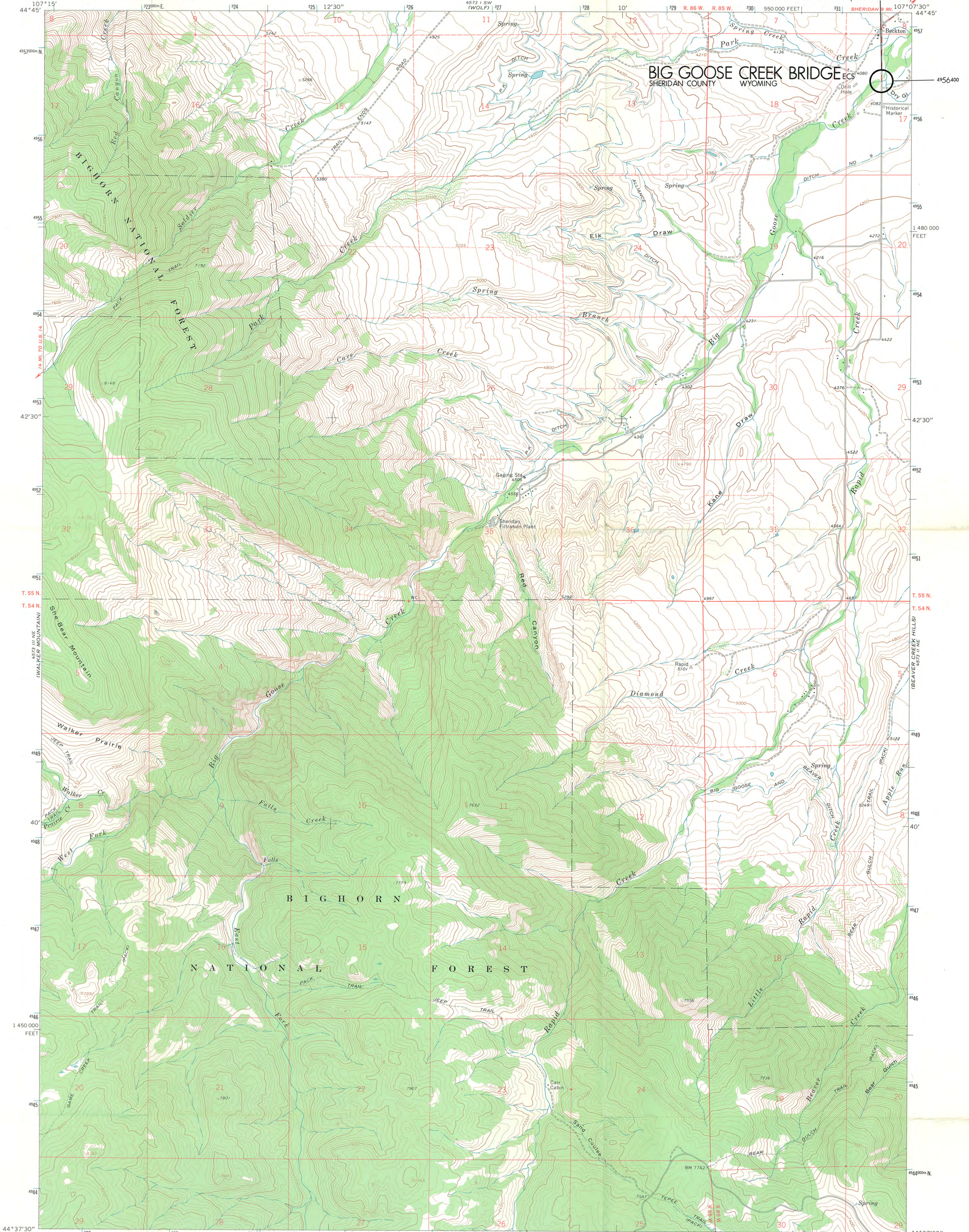
south toward north portal

Clayton B. Fraser
Fraserdesign

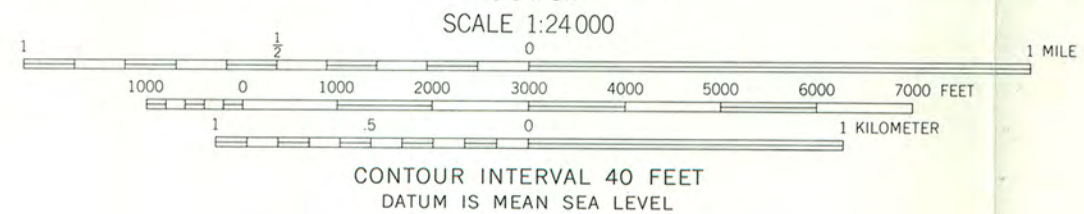
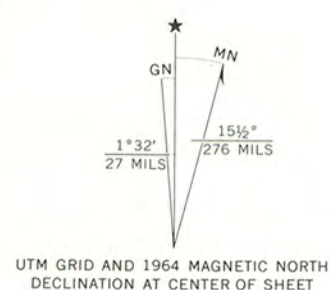


ECS Bridge over Big Goose Creek
Sheridan County Wyoming
19 April 1982 photo 59
southwest toward west web det.

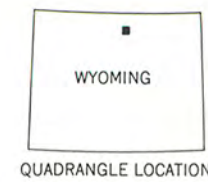
Clayton B. Fraser
Fraserdesign



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1963. Field checked 1964
Polyconic projection. 1927 North American datum
10,000-foot grid based on Wyoming coordinate system,
east central zone
1000-meter Universal Transverse Mercator grid ticks,
zone 13, shown in blue
Fine red dashed lines indicate selected fence lines



CONTOUR INTERVAL 40 FEET
DATUM IS MEAN SEA LEVEL



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

BECKTON, WYO.
N4437.5—W10707.5/7.5

1964

AMS 4573 II NW—SERIES V874

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D.C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST