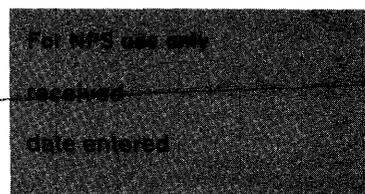


**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
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DML (Continued)

Carbon County Road CN6-203 milepost: 7.5  
7.8 miles northeast of Encampment T15N, R82W, S20.  
USGS Cow Creek 7½' quadrangle UTM: 13.362650.4568315

EFP ✓ Bridge over Owl Creek

Hot Springs County

erection date: 1919-20 contractor: Monarch Engineering Company Denver  
span length: 124'0" abutments: sandstone ashlar retaining  
total length: 126'0" piers: none  
roadway width: 15'0" roadway: steel stringers w/ timber decking  
span type: simple approaches: none  
Single-span, steel pin-connected 7-panel Camelback through truss  
top chords: two channels w/ cover plates and lacing; bottom chords: paired flat  
eyebars; verticals: two channels w/ double lacing; diagonals: two rectangular or  
one round eyebar; struts: angle; sway bracing: angles in lattice configuration;  
lateral bracing: round bars; lattice guardrails; supplemental timber piers added  
under panel points.

Hot Springs County Road CN15-28 milepost: 1.3  
9.5 miles west of Thermopolis T43N, R96W, S16.  
USGS Thompson Reservoirs 7½' quad. UTM: 13.710120.4840645

During the early- to mid-1930s the Wyoming Highway Department erected several rigid-connected Parker through trusses across the state. Of these seven remain; most are in the 120' - 175' span range, but one bridge freespans 250' - the longest single span highway truss in Wyoming still functional. It is included here.

✓ BMU Bridge over Wind River

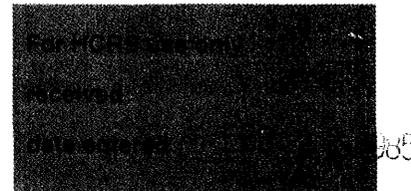
Fremont County

erection date: ca.1935 contractor: unknown  
moved: 1953-54 Charles M. Smith Thermopolis Wy.  
span length: 250'0" abutments: concrete retaining w/ sweptback wings  
total length: 283'0" piers: none  
roadway width: 20'0" roadway: steel stringers w/ concrete decking  
span type: simple approaches: none  
Single-span, steel rigid-connected 10-panel Parker through truss  
top chords: two channels w/ cover plates and lacing; bottom chords: two channels  
w/ batten plates; verticals: wide flange; diagonals: wide flange; struts: four  
angles w/ lacing; sway bracing: angle; lateral bracing: two angles w/ lacing;  
steel pipe guardrails.

Wyoming State 132 milepost: 16.32  
8.75 miles north of Ethete T02N, R01E, S13.  
USGS Pavillion 7½' quadrangle UTM: 12.686390.4779070

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

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



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After World War II, new trussbuilding was rare in Wyoming. Most trusses erected from that time to the present have been salvaged from other locations - dismantled, transported and reassembled at the new locations. In 1952 the Highway Department removed a 119-foot, six-panel truss from the Laramie River near Uva and moved it intact into Platte County; the county elected to use only 85' (five panels) of the truss to replace a washed-out bridge over the North Laramie River. The Wind River Bridge [BMU] is another Highway Department-moved truss, assembled at its present location by Charles M. Smith in 1953. Today trusses have been largely superceded by more sophisticated engineering designs - girders, box beams, twin Ts - and are seldom erected. The remaining highway and roadway truss bridges are just that - remnants of past technologies, whose numbers are continually dwindling through attrition.

### Individual Bridges

#### AJX ✓ Bridge over South Fork of Powder River

This 306' steel deck truss, built in 1931-32 by the Omaha Steel Works of Omaha, Nebraska, under contract with the Wyoming Highway Department, is one of the state's spectacular vehicular bridges built during the Depression-sparked 1930s. Erected at a time when the large interstate-type highway cantilevered trusses were appearing across the country, this three-span Pratt truss is Wyoming's only large cantilever bridge. As such it is one of the state's most important highway trusses.

#### BMU ✓ Bridge over Wind River

During the early- to mid-1930s the Highway Department erected several rigid-connected Parker through trusses across the state. Of these seven remain. Most are in the 120'- 175' span range, but one bridge freespans 250'. The Highway Department contracted with Charles M. Smith of Thermopolis in July 1953 to reassemble this bridge over the Wind River on Wyoming 132. It is the longest single-span highway truss in Wyoming still in use.

#### CKW Bridge over Powder River

The Highway Department contracted with the W.P. Roscoe Company in August 1932 to construct two steel bridges on the Sheridan-Gillette Road as part of Federal Aid Project 206B. This Pratt deck truss is one of the bridges. Consisting of three continuous main spans and two shallower approach spans, it is an excellent example of the long span deck trusses built in the 1930s through the 1950s for major highway crossings. As one of only two major highway deck trusses built in Wyoming and the only continuous vehicular truss still in use in the state, it is an important representative of the most recent truss development. Although slightly less than fifty years old, it possesses the exceptional significance as the only one of its type for eligibility.

#### CQA Four Mile Bridge

The Highway Department reopened Federal Aid Project 90 in 1927, and in April awarded