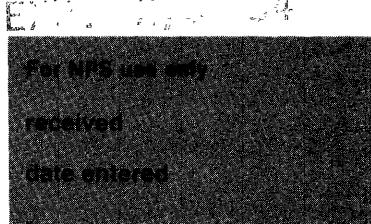


# **United States Department of the Interior National Park Service**

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



**Continuation sheet** Wyoming Vehicular Bridges Item number 7

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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.

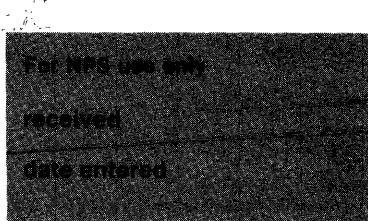
## ERT Bridge over Black's Fork

## 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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ERT (continued)

Uinta County Road CN19-217 milepost: 1.4  
1.1 mile south of Fort Bridger T15N, R115W, S4.  
USGS Fort Bridger 7½' quad. UTM: 12.550960.4572200

EJZ Bridge over Shoshone River Big Horn County  
erection date: 1925-26 contractor: McGuire and Blakeslee Lovell Wy.  
span length: 95'0"ea. abutments: concrete retaining w/ sweptback wings  
total length: 389'6" piers: concrete solid shaft on spread ftgs.  
roadway width: 20'0" roadway: steel stringers w/ concrete deck  
span type: simple approaches: none  
Four-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: four angles w/ batten plates; verticals: four angles w/ gusset plates; diagonals: four angles w/ lacing or gusset plates; lattice guardrails.  
Big Horn County Road CN9-111 (Cowley-Lovell Road) milepost: 0.5  
2.1 miles south of Lovell T56N, R96W, S17.  
USGS Lovell 7½' quadrangle UTM: 13.702810.4967980

An unusual Warren variation features polygonal top chords with verticals at alternating panel points. Four pony trusses and one through of this type are included in the survey. The through and the best pony example are included here.

DUX Bessemer Bend Bridge Natrona County (over North Platte River)  
erection date: 1921-22 contractor: unknown  
span length: 195'0" through abutments: concrete full retaining  
               65'0" ponies piers: concrete solid shaft  
total length: 330'0" roadway: steel stringers w/ concrete deck  
roadway width: 18'10" approaches: two steel rigid-connected Warren pony  
span type: simple trusses with verticals at alternating panel points  
Single-span, steel rigid-connected Warren through truss with verticals at alternating panel points.  
top chords: two channels w/ cover plates and lacing; bottom chords: two channels w/ batten plates; verticals: four angles w/ lacing; diagonals: two channels w/ lacing or rolled beams; struts: four angles w/ lacing; lateral bracing: two angles w/ lacing; sway bracing: angle; steel pipe guardrails.

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OMNI 100-102

ENR

Form NPS 10-900-a

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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