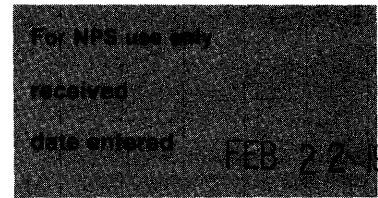


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Continuation sheet Wyoming Vehicular Bridges Item number 7

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* EEN (continued)

span length: 125'4" ea. abutments: timber retaining w/ steel piles
total length: 254'0" piers: steel pile bent
roadway width: 13'1" roadway: timber stringers and decking
span type: simple approaches: none
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 square eyebars; struts: angle; lateral and sway bracing: round bars; timber guardrails.

Johnson County Road CN16-204 (Schoonover Road) milepost: 7.8
31.1 miles southeast of Buffalo T48N, R77W, S8.
USGS Juniper Draw 7½' quad. UTM: 13.408930.4888295

For shorter span ranges, Pratt pony trusses were used extensively for vehicular bridges during the late 19th and early 20th centuries. These featured similar compression-tension configurations as the Pratt throughs but had lower web heights. The most common type of truss in Wyoming, with a total of 36 still in use on the county road systems, most of the Pratt ponies are rigid-connected, erected after 1915. A handful of pin-connected examples still exist; from these four of the better preserved representatives for which the amount of available data is relatively complete have been selected.

EDL Peloux Bridge

Johnson County (over Clear Creek)

erection date: 1912-13 contractor: Canton Bridge Company Canton Ohio
span length: 75'0" abutments: timber retaining w/ steel piles
total length: 81'6" piers: none
roadway width: 13'6" roadway: timber stringers and deck
span type: simple approaches: none
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 (single eyebar counters w/ turnbuckles); angle guardrails.

Johnson County Road CN16-40 milepost: 0.2
2.6 miles northeast of Buffalo T51N, R81W, S30.
USGS Buffalo 7½' quadrangle UTM: 13.368215.4913300

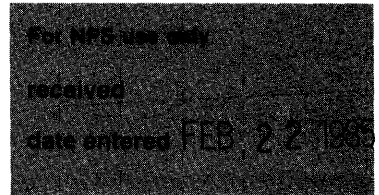
ECR Kooi Bridge

Sheridan County (over Tongue River)

erection date: 1913 contractor: Jack Gregg Sheridan Wyoming
span length: 80'0" abutments: concrete retaining w/ sweptback wings
total length: 81'6" piers: none
roadway width: 16'0" roadway: timber stringers and decking
span type: simple approaches: none

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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 Denver, this bridge over Owl Creek is one of the more outstanding of the early county system vehicular trusses in Wyoming. Although several long-span, pin-connected