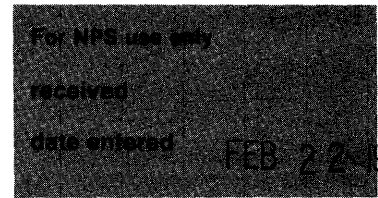


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\* EEN (continued)

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

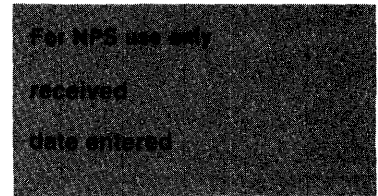
ECR Kooi Bridge

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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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

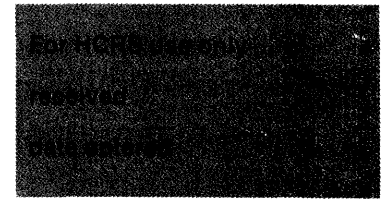
erection date: 1914 contractor: Canton Bridge Company Canton Ohio  
span length: 50'0" abutments: concrete retaining w/ sweptback wings  
total length: 50'0" piers: none  
roadway width: 15'0" roadway: steel stringers w/ timber decking  
span type: simple approaches: none  
Single-span, steel pin-connected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

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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