Although most of the trusses erected on the county and state road systems were made of steel, a number of timber trusses were also erected and several still remain in use. The oldest and most sophisticated timber truss in the survey - a two-span Kingpost pony - is included here.

DDZ Bridge over New Fork River Sublette County

erection date:	1917	contractor:	unknown
span length:	46'0"ea.	abutments:	timber full retaining
total length:	94'0"	piers:	timber cribbing
roadway width:	16'2"	roadway:	timber stringers and decking
span type:	simple	approaches:	none

Two-span, timber rigid-connected Kingpost pony truss
all chords: timber; verticals: steel rods.

Sublette County Road 136 milepost: 0.20
0.9 mile west of Boulder T32N, R108W, S9.
USGS Boulder Lake 7½' quad. UTM: 12.604270.4733690

The final two trusses are something of engineering anomolies, not belonging to any of the trends described on the preceding pages and unlike any other in the state.

DXN Bridge over Missouri River Crook County

erection date:	ca.1920	contractor:	unknown
span length:	72' 1"	abutments:	concrete sill w/ timber piles
total length:	72'10"	piers:	none
roadway width:	18'0"	roadway:	timber decking
span type:	simple	approaches:	none

Single-span, steel rigid-connected 8-panel Pratt pony truss without inclined end posts.
top chords: one channel and two angles; bottom chords: two angles; verticals and diagonals: two angles.

Crook County Road 18-200 (Little Missouri River Road) milepost: 34.8
21.2 miles north of Hulett T58N, R64W, S36.
USGS Mona 15' quadrangle UTM: 13.539875.4980980

ELS Bridge over Big Wind River Fremont County

erection date:	ca.1920	contractor:	unknown
span length:	37'0"; 36'7"	abutments:	concrete culverts w/ timber walls
total length:	78'7"	piers:	concrete solid shaft
roadway width:	14'0"	roadway:	timber stringers and decking

DML (continued)

also called the Butler Bridge. O'Neil's bid for $11,920 was the lower of only two received. With a span of 170', the Butler Bridge is the longer of two pin-connected Camelback throughs remaining in use on the county road system. As such it is an important early example of its generic type.

DMS Bridge over Cow Creek

This bridge is one of three contracted for by Carbon County in March 1915. The construction contract was awarded to the Petry-Moulton Company of Cheyenne for this 40' span ($1300), a 50' truss across Spring Creek three miles south of Saratoga ($1440) and an 80' truss over the Medicine Bow River ($2190). Petry-Moulton had underbid several other bridge manufacturers - the Midland Bridge Company, Pueblo Bridge Company, James J. Burke and Company, the Kansas City Bridge Company and the Monarch Engineering Company. This small pony truss is a modified Warren, with verticals at alternating panel points, one of four examples of its type in Wyoming's state and county road systems. It is also the oldest traceable Warren truss still in use on a county road in the state. As such it is one of the more significant of Wyoming's vehicular trusses.

DOE Bridge over Laramie River

The Wyoming Highway Department awarded the construction contract for this bridge in May 1926 to N.A. Swenson of Laramie as part of Federal Aid Project 156B. Originally located over the Laramie River on the Bosler-Laramie Road (the old Lincoln Highway, U.S. 30), this bridge was replaced in 1932 by two 100' spans, which were in turn replaced in 1947. Now located on a secondary county road north of Bosler, this bridge is distinguished somewhat as the only two-span Pratt Half-hip still in use in the state. It is one of the best examples of a relatively uncommon truss configuration.

DSD Bridge over Cheyenne River

Probably originally a railroad truss, subsequently moved to this location, this bridge is the only example of its type functioning presently on the county road system in Wyoming. As one of only two rigid-connected Pennsylvania throughs in the state, it is an important early remnant.

DUX Bessemer Bend Bridge

Built in 1921-22 for Natrona County, this bridge is a unique subtype of the standard Warren truss. One of only three Warren throughs still in use on the county road systems, it is the only one with verticals at alternating panel points; the two pony approach spans are also unusual, though not unique in their configuration. This bridge spans the North Platte River at the historic Bessemer Bend crossing of the Oregon Trail, an important emigrant site.

DXN Bridge over Missouri River

Unique for its type in Wyoming, this eight-panel Pratt pony truss lacks inclined

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