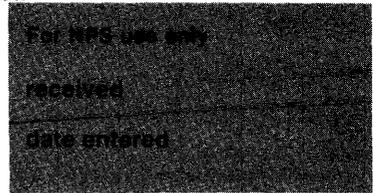


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ERT (continued)

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 65'0" ponies	abutments: concrete full retaining
total length: 330'0"	piers: concrete solid shaft
roadway width: 18'10"	roadway: steel stringers w/ concrete deck
span type: simple	approaches: two steel rigid-connected Warren pony 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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EFP (continued)

Camelbacks and Parkers had been built in the state during the first decades of this century, their attenuated long-span configurations have made them targets for county bridge replacement programs. The Owl Creek Bridge is one of only two pin-connected Camelback throughs left. An important early remnant.

EJE Bridge over Shell Creek

Big Horn County received only one bid for the erection of this bridge over Shell Creek, and therefore awarded the contract to the Midland Bridge Company of Kansas City for \$4500 in 1920. A rigid-connected Warren pony truss with verticals at alternating panel points, it is the longest traceable example of its type - an excellent early example of a Warren variation.

EJP ✓ County Line Bridge

A joint venture between Big Horn and Washakie counties, the construction contract for this bridge was awarded in October 1917 to the Monarch Engineering Company. Big Horn County built the west abutment, Washakie the east and the counties each paid half for the bridge superstructure. Thought to straddle the border between the two counties, later surveys have revealed that this bridge lies entirely within Big Horn County. It is one of the earliest of five 100' rigid-connected Camelback ponies in use on the county and state road systems in Wyoming - the longest of its type in the state. As a classic example of its truss configuration and the only known instance of such collaboration between counties, it is one of the more significant roadway trusses in Wyoming.

EJZ ✓ Bridge over Shoshone River

This bridge was built in 1925-26 on Federal Aid Project 176A by contractors McGuire and Blakeslee of Lovell. It replaced an earlier bridge at this crossing of the Shoshone River on the Lovell-Cowley Road. Designed by Wyoming Highway Department, it is one of many Warren pony trusses with verticals and polygonal top chords erected in the state during the 1920s and 30s. This bridge is distinguished by its multiple spans - the second greatest number for a highway truss in the state. A significant example of later highway truss design.

ELS ✓ Bridge over Big Wind River

A juryrigged structure which combines an arched top chord with the simplistic bearing of a King Post truss, this modest two-span pony truss is unique for Wyoming. It appeared to be constructed from salvaged materials, including tunnel sets for the arches, and lacks construction sophistication. An interesting departure from standard form for a small vehicular truss.

ELY ✓ Wind River Diversion Dam Bridge

Erected on piers provided by the U.S. Reclamation Service and built integral with