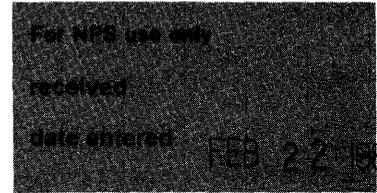


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For vehicular spans in the 80'-100' range an early 20th century alternative to the straight chorded Pratt pony truss was the Camelback pony. Ten rigid-connected Camelback ponies still function in the county road systems; all of those traceable have been erected by one bridge company, the Monarch Engineering Company of Denver. One Camelback pony - the oldest and one of the longest - has been selected from this group.

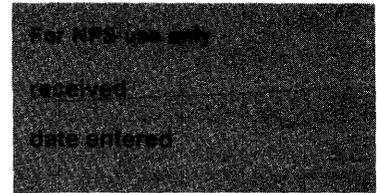
EJP	County Line Bridge	Big Horn County (over Nowood River)
	erection date: 1917	contractor: Monarch Engineering Company Denver
	span length: 100'0"	abutments: timber retaining w/ steel pilings
	total length: 102'0"	piers: none
	roadway width: 14'11"	roadway: timber stringers and decking
	span type: simple	approaches: none
	Single-span, steel rigid-connected 5-panel Camelback pony truss	
	top chords: two channels w/ cover plates and lacing; bottom chords: two channels w/ batten plates; verticals: four angles w/ lacing; diagonals: two angles w/ batten plates; angle guardrails.	
	Big Horn County Road CN9-60	milepost: 0.4
	6.8 miles southwest of Hyattville	T49N, R90W, S32.
	USGS Weintz Draw 7½' quadrangle UTM:	13.285430.4893645

A notable subtype of the Parker truss design is the Pennsylvania truss, named after the Pennsylvania Railroad which used it extensively. With the diagonals braced by sub-struts or sub-ties, the Pennsylvania represented a strengthening of the basic Parker configuration. It has been used primarily as a railroad bridge, with less usage as a vehicular truss. Nevertheless, four Pennsylvania trusses - two rigid-connected with sub-struts and two pin-connected with sub-ties - are found in the survey; all are included in this nomination.

CQA	Four Mile Bridge	Hot Springs County (over Big Horn River)
	erection date: 1927-28	contractor: Charles M. Smith Thermopolis Wy.
	span length: 175'0"	abutments: concrete retaining w/ sweptback wings
	total length: 295'0"	piers: concrete solid shaft
	roadway width: 20'0"	roadway: steel stringers w/ concrete deck
	span type: simple	approaches: two 60' rigid-connected steel Warren (w/verticals) pony trusses
	Single-span, steel rigid-connected 7-panel Pennsylvania through truss w/sub-struts	
	top chords: two channels w/ cover plates and lacing; bottom chords: two channels w/ batten plates; verticals: rolled beams or four angles w/ batten plates; diagonals: rolled beams or two channels w/ batten plates; sub-struts: two channels w/ lacing; struts: four angles w/ lacing; sway bracing: angle; lateral bracing: two angles w/ lacing; lattice guardrail.	

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Continuation sheet Wyoming Vehicular Bridges Item number 8

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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