

MAINE

MAINE

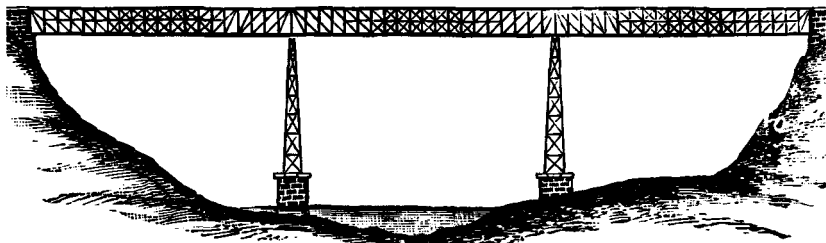
Bangor Penobscot River Steam Boiler Works 1896-1901

Portland W.F. Bennett and Company 1901

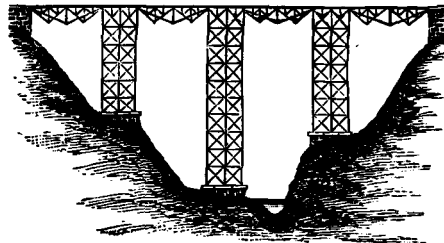
MARYLAND

Baltimore Baltimore Bridge Company 1869-1880
Incorporated 1869 as successor to Smith, Latrobe and Company; Charles Shaler Smith, President and Chief Engineer, Charles H. Latrobe, Secretary and Assoc. Engineer

Baltimore Bridge Company.



KENTUCKY RIVER BRIDGE.



VARRUGAS VIADUCT.

REFER TO FOLLOWING STRUCTURES.

ST. CHARLES BRIDGE, containing 4 spans, 304 feet each, deck Fink truss, 3 spans, 321 feet each, through Trellis, and 4,500 feet of iron approach viaduct, over Missouri River, on line of St. Louis, Kansas City and Northern Railroad. Total length of iron work, 6,680 feet.

HIGH BRIDGE, containing 21 spans, 112 feet each, deck Fink truss, over Appomattox River, Atlantic, Mississippi and Ohio Railroad.

ROCK ISLAND BRIDGE, containing double deck Whipple truss pivot span 366 feet, 2 fixed spans 238 feet each, 3 of 220 feet, and 2 single deck spans, 95 and 190 feet, over Mississippi River, built for United States Government.

VARRUGAS VIADUCT, containing 4 deck Fink spans 100 to 125 feet each, and 3 iron piers 152 feet, 177 feet, and 252 feet high each, on line of Luna and Oroyo Railroad in Peru, South America. Also, AREQUIPA VIADUCT, 1,500 feet long on same line.

5 SPANS 255 feet each, through Whipple truss, over Susquehanna River, at Havre-de-Grace, on line of Philadelphia, Wilmington and Baltimore Railroad.

KENTUCKY RIVER BRIDGE, containing 3 spans 375 feet each, and 2 iron and stone piers, making, with trusses, a total height of 276 feet above water, on line of Cincinnati Southern Railroad.

A GENERAL TOTAL, including the above, of over thirteen miles of bridges, together with many other works, such as Roofs, Depots, Foundations, Round Houses, Piers, &c., making a cost aggregate of over FIVE MILLION DOLLARS.

C. SHALER SMITH, C. E., FRED. H'Y SMITH, C. E., No. 215 Washington Ave., St. Louis, Mo. No. 13 German St., Baltimore, Md.