

HAER  
ILL  
16-CHIG,  
112-

HARR No. IL-67

BALTIMORE AND OHIO RAILROAD,  
CHICAGO TERMINAL RAILROAD,  
SOUTH BRANCH OF THE CHICAGO RIVER BRIDGE  
I&M Canal National Heritage Corridor  
Spanning the South branch of the Chicago River  
Chicago  
Cook County  
Illinois

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD

Index to Photographs

HAER  
ILL  
16-CH16,  
112-

BALTIMORE AND OHIO RAILROAD,  
CHICAGO TERMINAL RAILROAD,  
SOUTH BRANCH OF THE CHICAGO RIVER BRIDGE  
(I&M Canal National Heritage Corridor)  
Spanning the South branch of the Chicago River  
Chicago  
Cook County  
Illinois

HAER No. IL-67

NOTE: Photographs taken by Martin Stupich, photographer, 1988

- IL-67-1 GENERAL VIEW OF THE BALTIMORE & OHIO RAILROAD'S LIFT BRIDGE, COUNTERWEIGHTS, AND APPROACH SPANS FROM THE WEST, LOOKING EAST FROM THE WEST SIDE OF THE RIVER
- IL-67-2 VIEW OF THE B & O RAILROAD'S LIFT BRIDGE (NEAR) AND THE ADJACENT ST. CHARLES AIRLINE RAILROAD'S BASCULE BRIDGE (BEYOND); LOOKING SOUTHEAST
- IL-67-3 VIEW OF PART OF THE SUPERSTRUCTURE OF THE ST. CHARLES AIRLINE RAILROAD'S BASCULE BRIDGE, LOOKING SOUTHEAST
- IL-67-4 VIEW OF PART OF THE SUPERSTRUCTURE OF THE B & O RAILROAD'S BASCULE BRIDGE, LOOKING SOUTH
- IL-67-5 DETAIL THROUGH THE PORTAL OF THE B & O RAILROAD'S BASCULE SPAN, SHOWING DOUBLE TRACKING AND BRIDGE DECK IN RAISED POSITION; LOOKING EAST
- IL-67-6 DETAIL OF COUNTERWEIGHT AND RAISED BASCULE SPAN OF THE B & O RAILROAD, LOOKING SOUTHEAST
- IL-67-7 DETAIL OF HINGE OF BASCULE SPAN OF B & O RAILROAD, LOOKING SOUTHEAST
- IL-67-8 DETAIL OF CONCRETE COUNTERWEIGHT WHICH WAS OPERATED IN CONJUNCTION WITH BOTH OF BASCULE SPANS OF THE B & O AND THE ST. CHARLES AIRLINE, LOOKING SOUTHEAST
- IL-67-9 DETAIL OF CONCRETE OF THE B & O RAILROAD'S BASCULE SPAN, LOOKING SOUTH

HISTORIC AMERICAN ENGINEERING RECORD  
BALTIMORE AND OHIO RAILROAD, CHICAGO TERMINAL RAILROAD,  
SOUTH BRANCH OF THE CHICAGO RIVER BRIDGE  
I&M Canal National Heritage Corridor

HAER  
ILL  
16.CH16,  
112 -

HAER No. IL-67

**Location:** I & M Canal National Heritage Corridor  
Baltimore & Ohio Railroad's Chicago  
Terminal Railroad, crossing the South  
Branch of the Chicago River, north of  
the St. Charles Airline Railroad's  
bridge, near the intersection of Clark  
and of West 16th streets  
Chicago, Cook County, Illinois

UTM: 16 E.447360 N.4634300  
Quad: Englewood

**Date of Construction:** 1930

**Builder:** Unknown

**Present Status:** Abandoned

**Significance:** This bridge was built by the Baltimore &  
Ohio Railroad's Chicago Terminal bascule  
bridge, following the straightening of  
the South Branch of the Chicago River in  
1930.

**Project Information:** The Illinois and Michigan Canal was  
designated a National Heritage Corridor  
in 1984. The following year HABS/HAER  
embarked on an extensive inventory and  
documentation project of the 100 mile-  
long corridor. Field work for this  
project was concluded in 1988. Final  
editing of the documentation was  
completed in 1992.

**Historians:** Frances Alexander and John Nicolay,  
1986.

BALTIMORE AND OHIO RAILROAD,  
CHICAGO TERMINAL RAILROAD,  
SOUTH BRANCH OF THE CHICAGO RIVER BRIDGE  
HAER No. IL-67  
(Page 2)

This bridge and the adjacent bascule span of the St. Charles Airline were built in 1930 as part of the river improvements of the South Branch of the Chicago River. The two spans were constructed by the American Bridge Company. Each had a counterweight and also shared a third counterweight situated between the two bascule bridges. The B & O bridge to the north and the span of the St. Charles Airline to the north each carried two tracks. (Jointly owned by the Illinois Central and the Chicago, Burlington, & Quincy, the St. Charles Airline controlled a small segment of trackage east of the Chicago River.)

The B & O bridge is a single-leaf, Strauss trunnion bascule bridge and measures 186'-0" long. It rests on concrete abutments. To the west is a steel plate-girder approach span as well as a concrete girder approach span. In 1931 the bascule spans of the St. Charles Airline and the B & O were raised 11'-6" as part of a track separation project initiated in the early 1930s by the B & O, the Chicago, Burlington & Quincy, and the Illinois Central. No longer in service, the B & O bridge is locked in an upright (open) position. The span of the St. Charles Railroad remains in operation.

**SOURCES:**

"Busiest Railway Crossing Is No More," Railway Age, v. 91 (August 15, 1931): 241-244, 251.

"Raise 3330-Ton Bascule Span 11-1/2 Ft.," Railway Age, v. 92 (January 9, 1932): 83-85.

C. H. Mottier, "A Complex Bridge-Moving Job," Railway Age, v. 90 (February 28, 1931): 445-447.

"Excavating New Million-Yard Channel for the Chicago River," Engineering News-Record, v. 102 (May 2, 1929): 717-719.

"Straightening the Chicago River Involves Many Problems," Engineering News-Record, v. 97 (November 4, 1926): 745-747.