

Illustrated Catalogue  
1889



# Lane Bridge & Iron Works

*57th Street and Stewart Avenue.*

**P. E. LANE, PROPRIETOR.**

*Chicago, Ill.*

*Office, 177 La Salle Street,  
HAMPSHIRE BLOCK.*

**P. E. LANE,**

PROPRIETOR



# Lane Bridge & Iron Works

57TH STREET AND PITTSBURGH, FT. WAYNE & CHICAGO RY.

**Designs and Manufactures Bridges**

**Office, 177 La Salle Street,**

❖ **Chicago.** ❖

**ROOF TRUSSES,**

AND

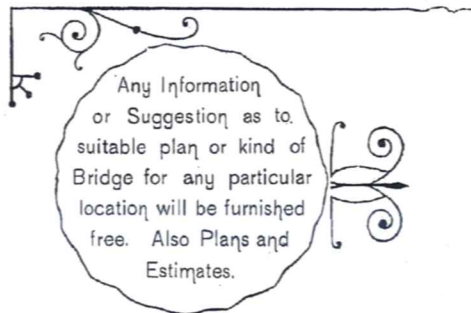
*Iron and Steel Work for Buildings,*

Swing Spans, Viaducts, Wrought-iron Trestles, Tubular  
Wrought-iron Piers, and all kinds of Iron  
Substructures for Highway Bridges,

ALSO

**STONE ABUTMENTS AND PIERS.**

*Notice, by Mail or Telegraph, of Contracts to be let, will receive Prompt Attention.*



## LANE BRIDGE & IRON WORKS, CHICAGO.

1889.



URING the past several years I have built bridges for the towns, cities, counties, and others, as designated and illustrated in the following pages.

In every case, as far as I can learn, these bridges have been entirely satisfactory to the proper officers with whom contracts were made, and to the communities in which they were erected.

I would respectfully solicit inspection of my work, and comparison with that of other firms or companies.

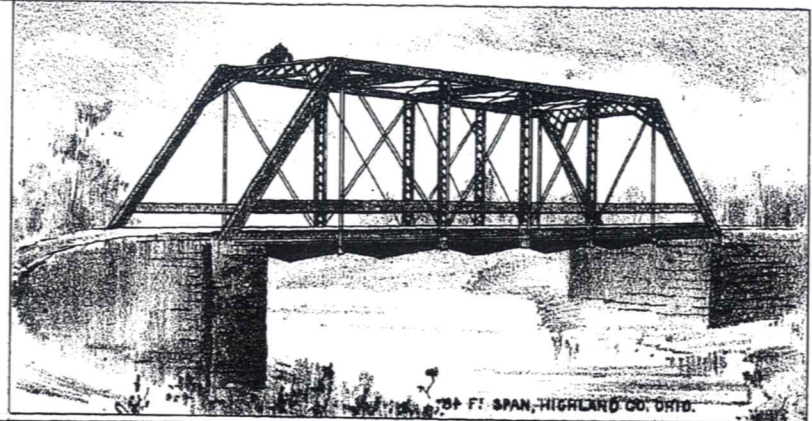
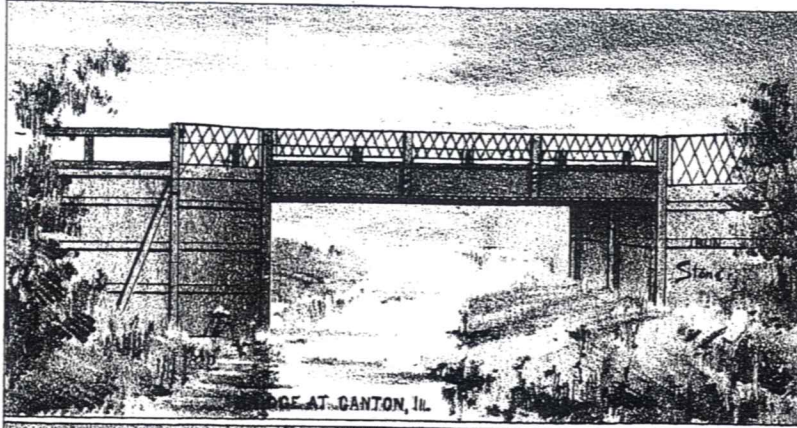
I have had an extensive experience in constructing bridges, and given especial attention to bridges for highways. With competent and experienced engineers engaged with me in designing bridges, and first-class facilities for the manufacture of the iron or steel work, I am prepared to furnish and erect bridges of best modern construction, of guaranteed strength, promptly, and at reasonable prices.

CORRESPONDENCE SOLICITED.

P. E. LANE.

# LANE BRIDGE & IRON WORKS, CHICAGO.

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Van Tasson  
Feb 1772  
NGACHS

*Foundations for Bridges.*

Tubular wrought-iron or steel piers are being more extensively used each year for the substructure of bridges. None that I have built, have failed in any way. Where it is not required to hold embankment, they are the best foundations to put in for highway bridges.

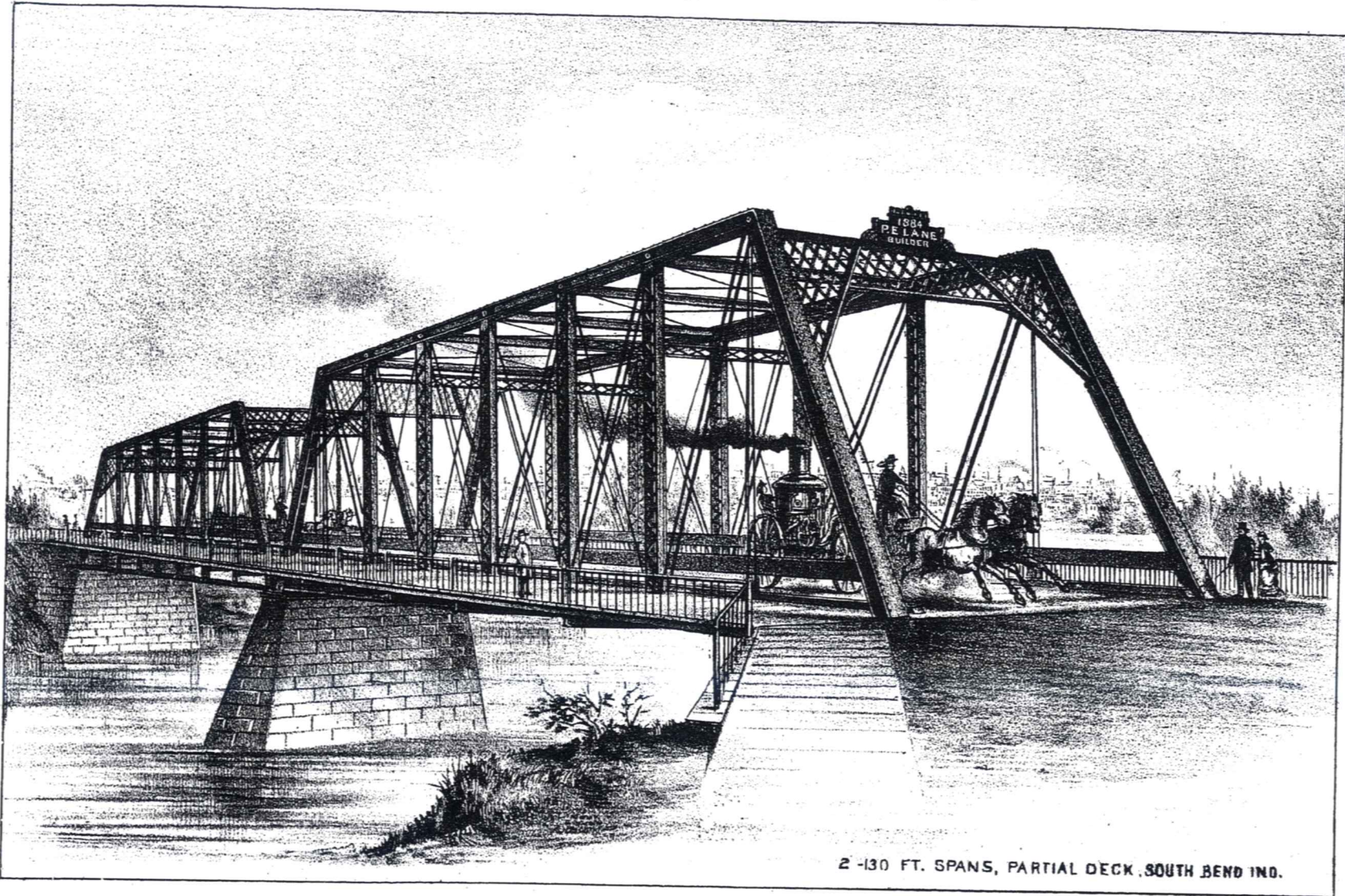
When it is necessary to protect end of embankment, or, in other words, make regular abutment, stone is best.

Where stone is too expensive, iron or steel frame work with stone flagging is the best substitute for stone abutment; in fact, makes a much more desirable abutment than rubble or uncut stone abutments.

Iron posts on stone or wood sills, placed below low-water line, are now extensively used, and for prairie streams have many advantages. If general description of the stream and banks is sent me, I will send to commissioners, or other officers having charge of the construction of bridges, information as to what kind of foundations we consider best for the place; also, comparative cost of stone, stone and iron, or iron substructure.

LANE BRIDGE & IRON WORKS, CHICAGO.

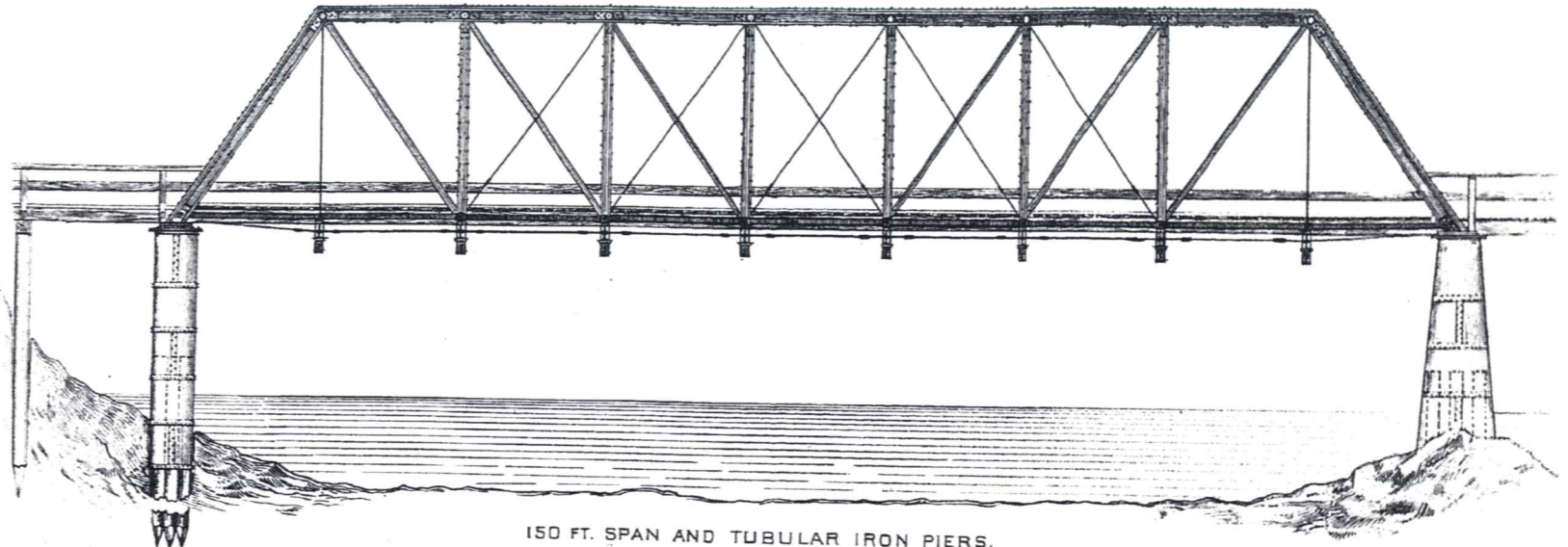
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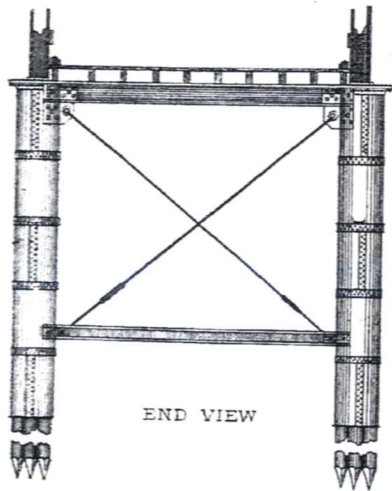
2 -130 FT. SPANS, PARTIAL DECK. SOUTH BEND IND.

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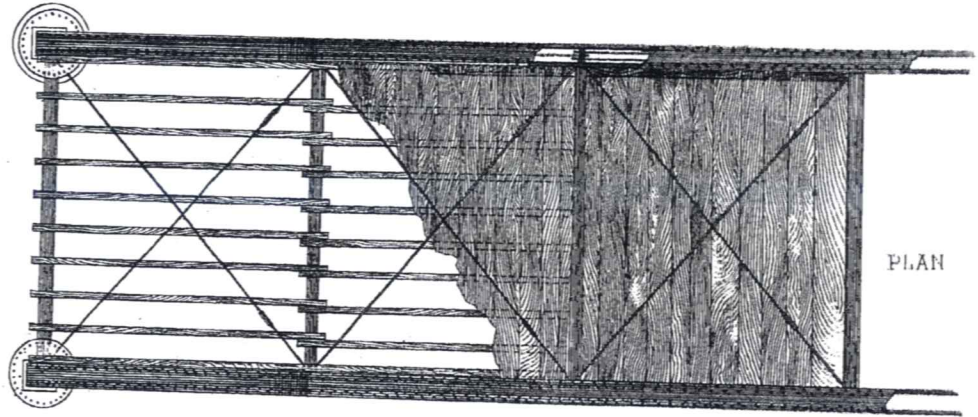
# LANE BRIDGE & IRON WORKS, CHICAGO.



150 FT. SPAN AND TUBULAR IRON PIERS.



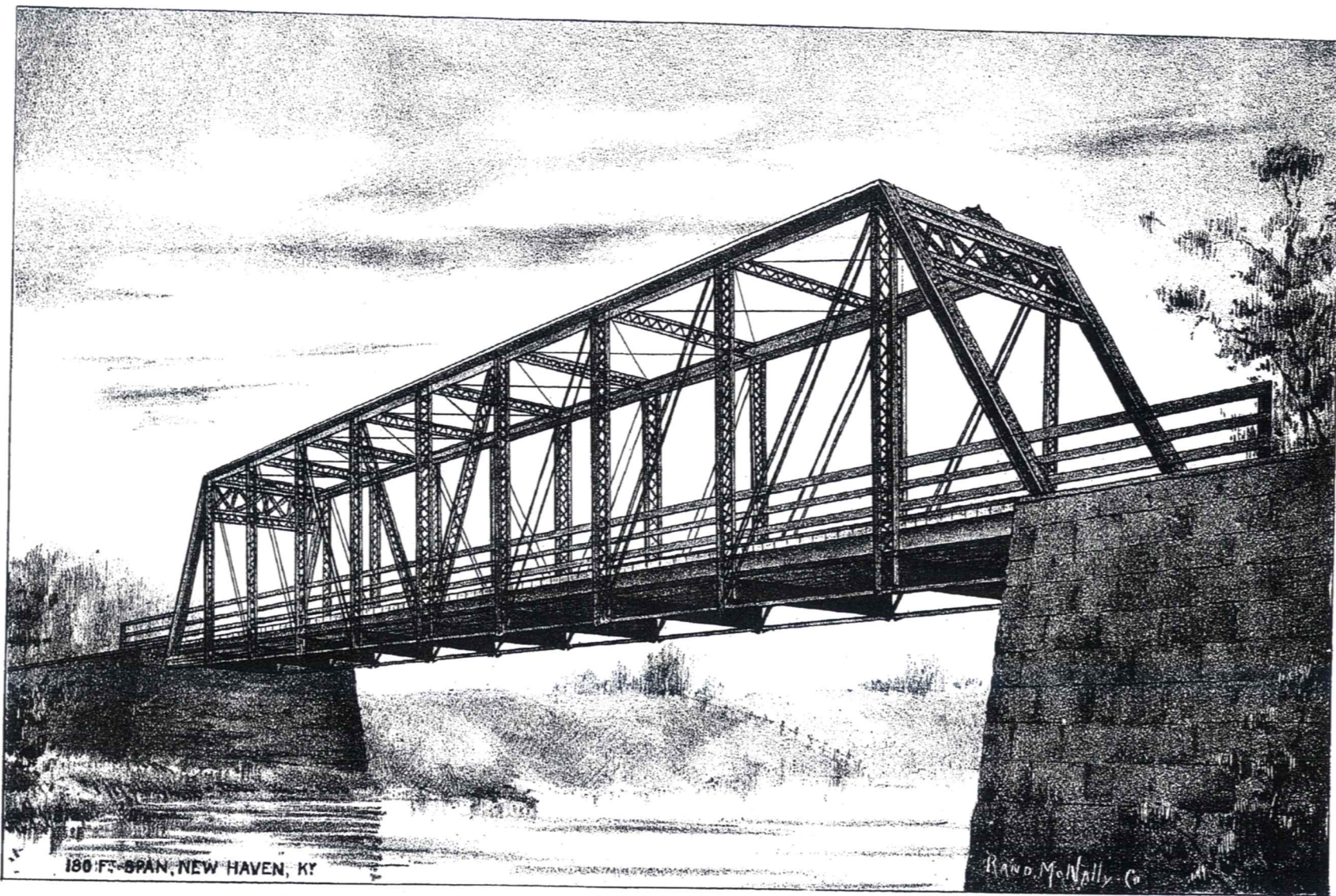
END VIEW



PLAN

LANE BRIDGE & IRON WORKS, CHICAGO.

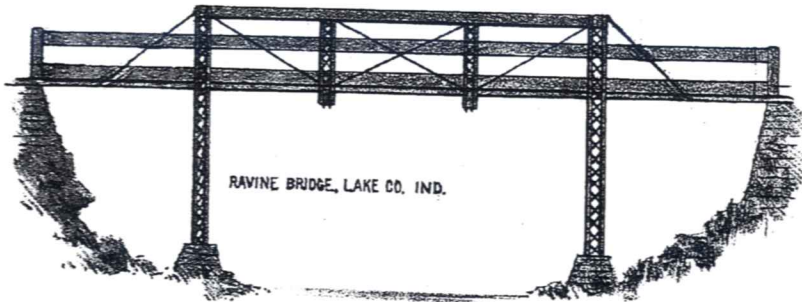
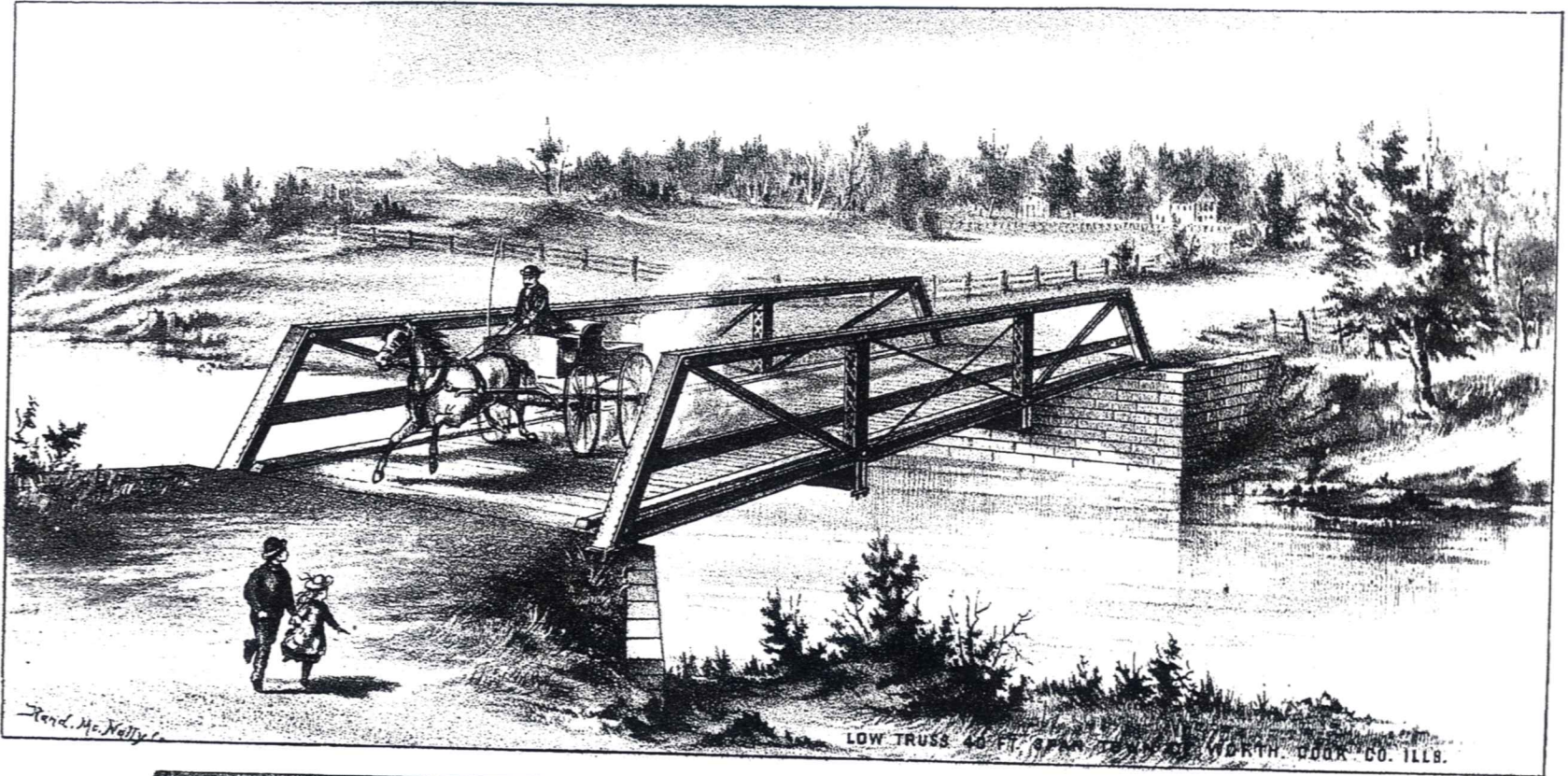
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180 FT. SPAN, NEW HAVEN, KY



# LANE BRIDGE & IRON WORKS, CHICAGO.

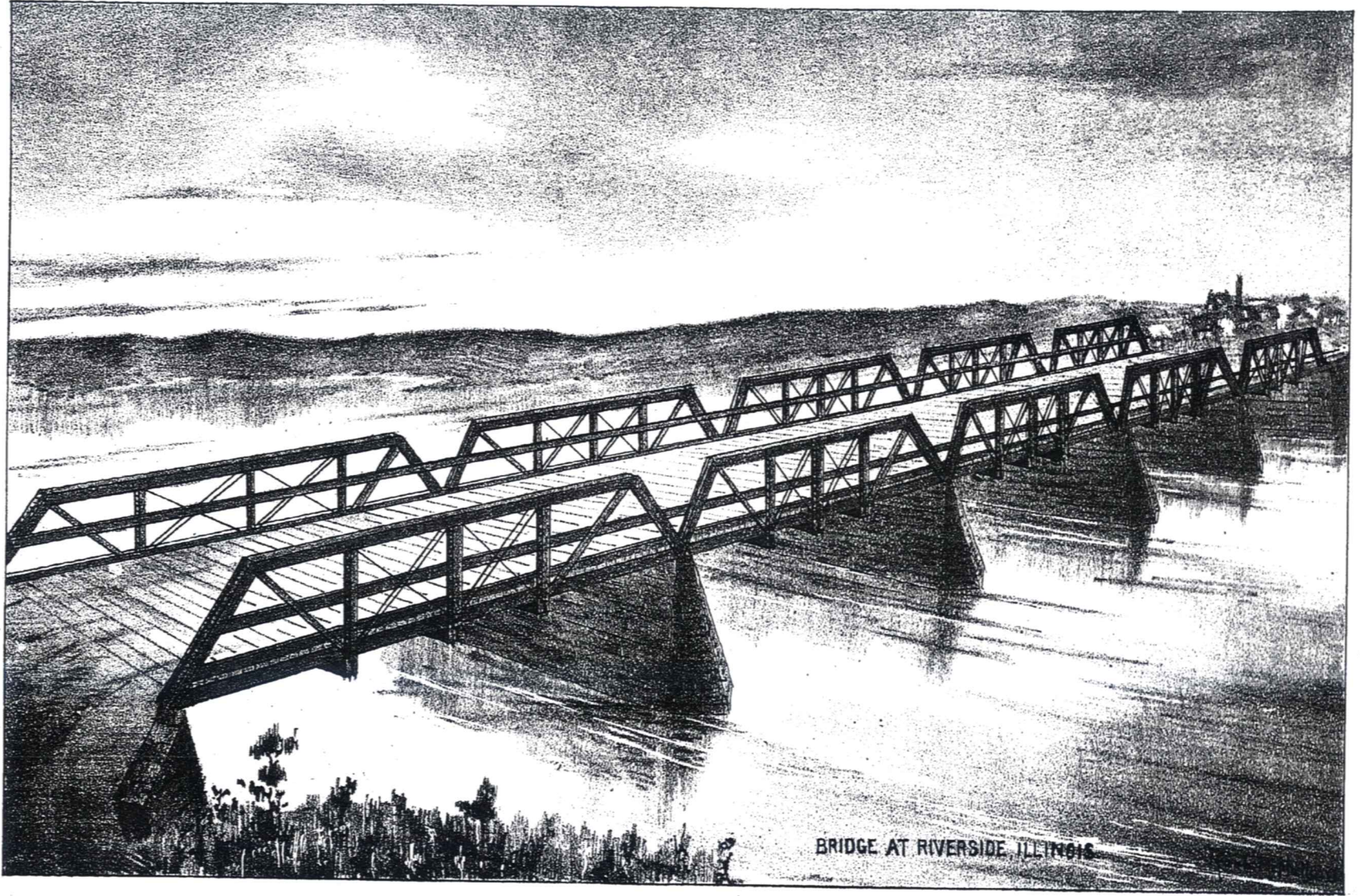


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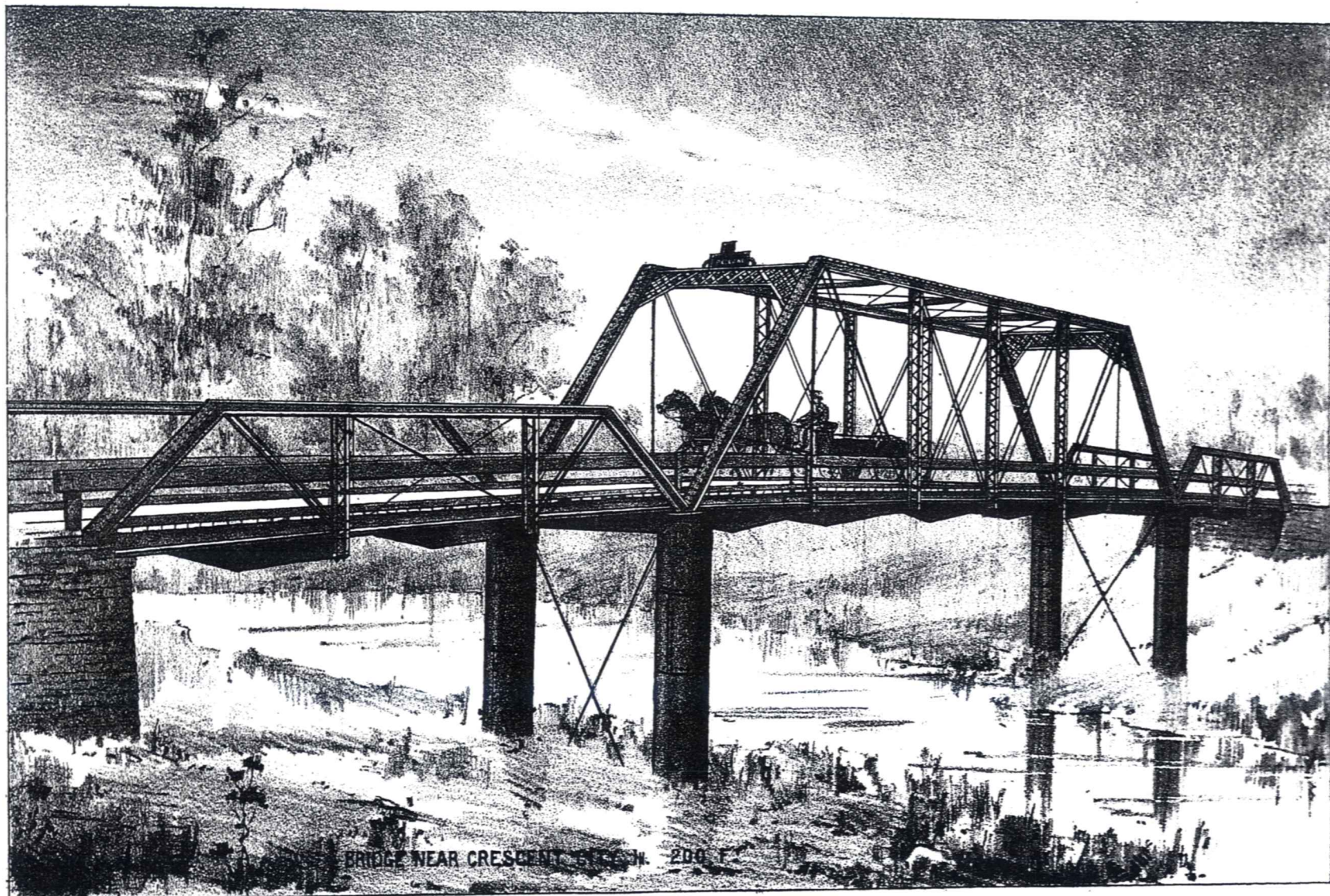
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# LANE BRIDGE & IRON WORKS, CHICAGO.



LANE BRIDGE & IRON WORKS, CHICAGO.



BRIDGE NEAR CRESCENT ST. CHICAGO. 200 F.

