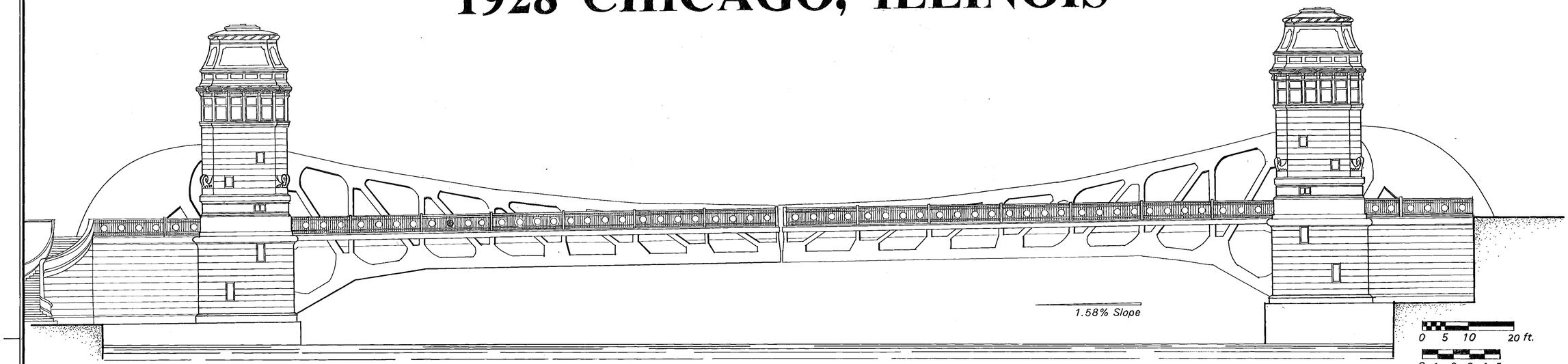
TRIM LINE

LASALLE STREET BRIDGE
SPANNING MAIN BRANCH OF CHICAGO RIVER
1928 · CHICAGO, ILLINOIS



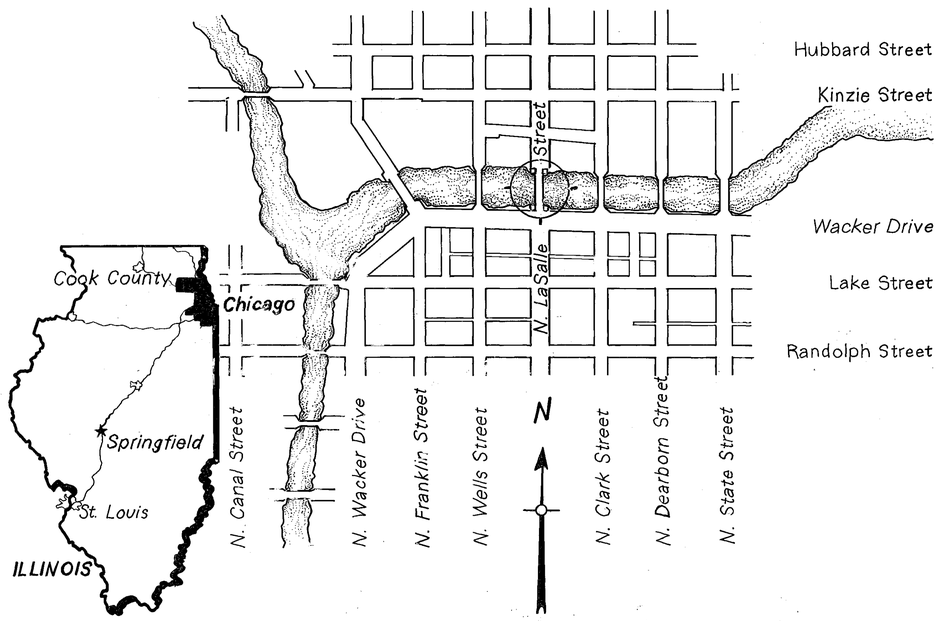
Source: Chicago Bureau of Engineering, "LaSalle St. Bridge, over Chicago River," drawings, 1926. Structure No. 6032, Chicago Department of Transportation plan files.

East Elevation

Scale: 3/32" = 1'-0" (1:128)

Completion of the LaSalle Street Bridge 1928 marked nearly thirty years of development of the Chicago Department of Public Works' "Chicago-type" bascule bridge. It included all the basic features of the Chicago-type design: two truss-configured leaves that rotated around a fixed axle or trunnion, rigidly attached below-deck counterweights, and electric-powered operating machinery with a pinion-activated rack at the rear end of the trusses. To avoid patent complications, City engineers incorporated an innovative system of "s-girder" structural supports with its patented internal rack and pinion system, and devised a unique substructure to accommodate several tunnels that crossed the river at LaSalle Street. In addition, the design reflected a growing concern for aesthetics that distinguished this later generation bridges from earlier versions.

The bridge at LaSalle Street was a crucial component in a major street widening project intended to improve access to the city center and relieve congestion in the Loop. This new artery had been proposed as early as 1909 in Daniel Burnham and Edward Bennett's Chicago Plan, a seminal work of "city beautiful" urban planning that greatly influenced the architectural treatment of movable bridges in Chicago. As architectural consultant on the LaSalle Street Bridge, Bennett's beaux arts design perhaps best expressed his vision of the downtown sections of the city's waterways as not only a vital conduit for the city's commercial growth, but a place to reflect a civic culture commensurate with the city's claims to greatness.



The Chicago Bridges Recording Project is part of the Historic American Engineering Record (HAER), a long-range program to document historically significant engineering and industrial works in the United States. The HAER program is administered by the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Division of the National Park Service, U.S. Department of the Interior, E. Blaine Cliver, Chief. The project was sponsored during the summer of 1999 by the City of Chicago, Richard M. Daley, Mayor; and the Chicago Department of Transportation, Thomas R. Walker, Commissioner, and S. L. Kaderbek, Chief Engineer, Bureau of Bridges and Transit.

The field work, measured drawings, historical reports, and photographs were prepared under the direction of Eric N. DeLony, Chief of HAER. The recording team consisted of Architectural Field Supervisor James P. Hanley (Peoria, IL); Engineering Field Supervisor Justin M. Spivey (HAER); Architects Susan H. Gordon (University of Virginia), Karen L. Hassey (University of Virginia), Julia M. Koslow (University of Notre Dame), and Domagoj Kranjcevic (ICOMOS, University of Zagreb, Croatia); and Historians Jeffrey A. Hess (Minneapolis, MN) and Matthew T. Sneddon (University of Washington). Large-format photographs were taken by Jet Lowe (HAER). Bureau of Bridges and Transit Assistant Chief Engineer Christopher Holt served as department liaison.

DELINEATED BY: Karen L. Hassey, 1999

CHICAGO BRIDGES RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

LASALLE STREET BRIDGE
SPANNING MAIN BRANCH OF CHICAGO RIVER AT NORTH LASALLE STREET
COOK COUNTY CHICAGO ILLINOIS

SHEET 1 OF 4

HISTORIC AMERICAN ENGINEERING RECORD IL-66

TRIM LINE

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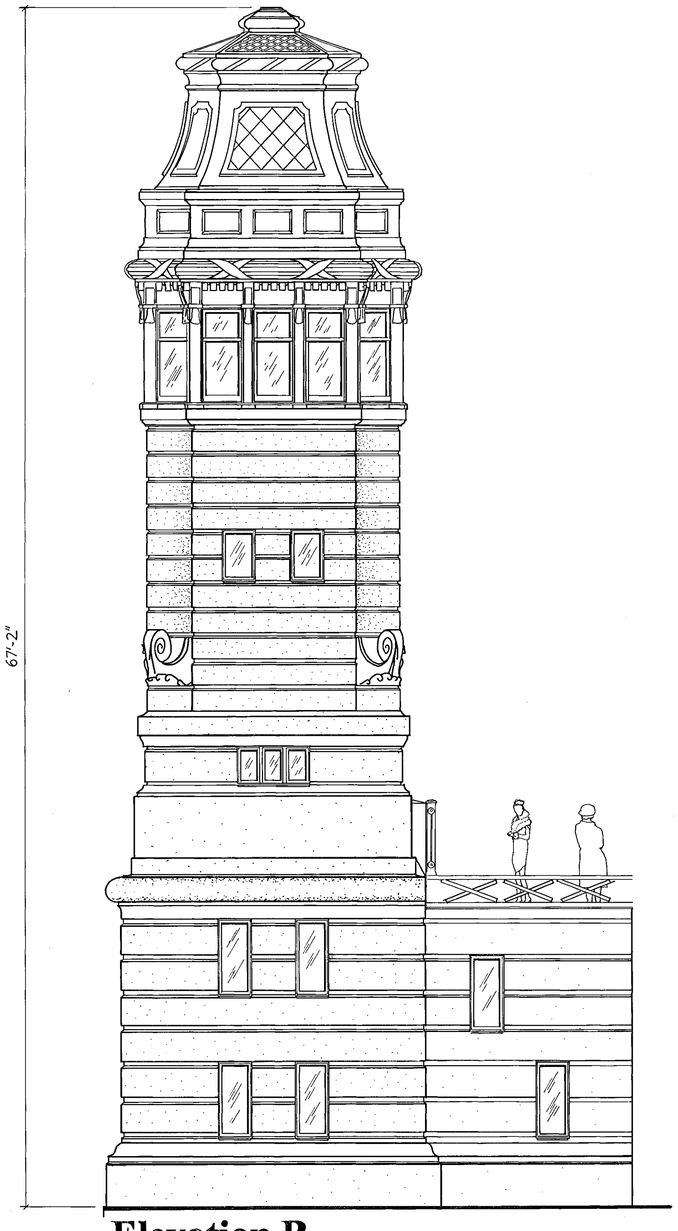
Source: Chicago Bureau of Engineering, "LaSalle St. Bridge, over Chicago River," drawings, 1926. Structure No. 6032, Chicago Department of Transportation plan files.

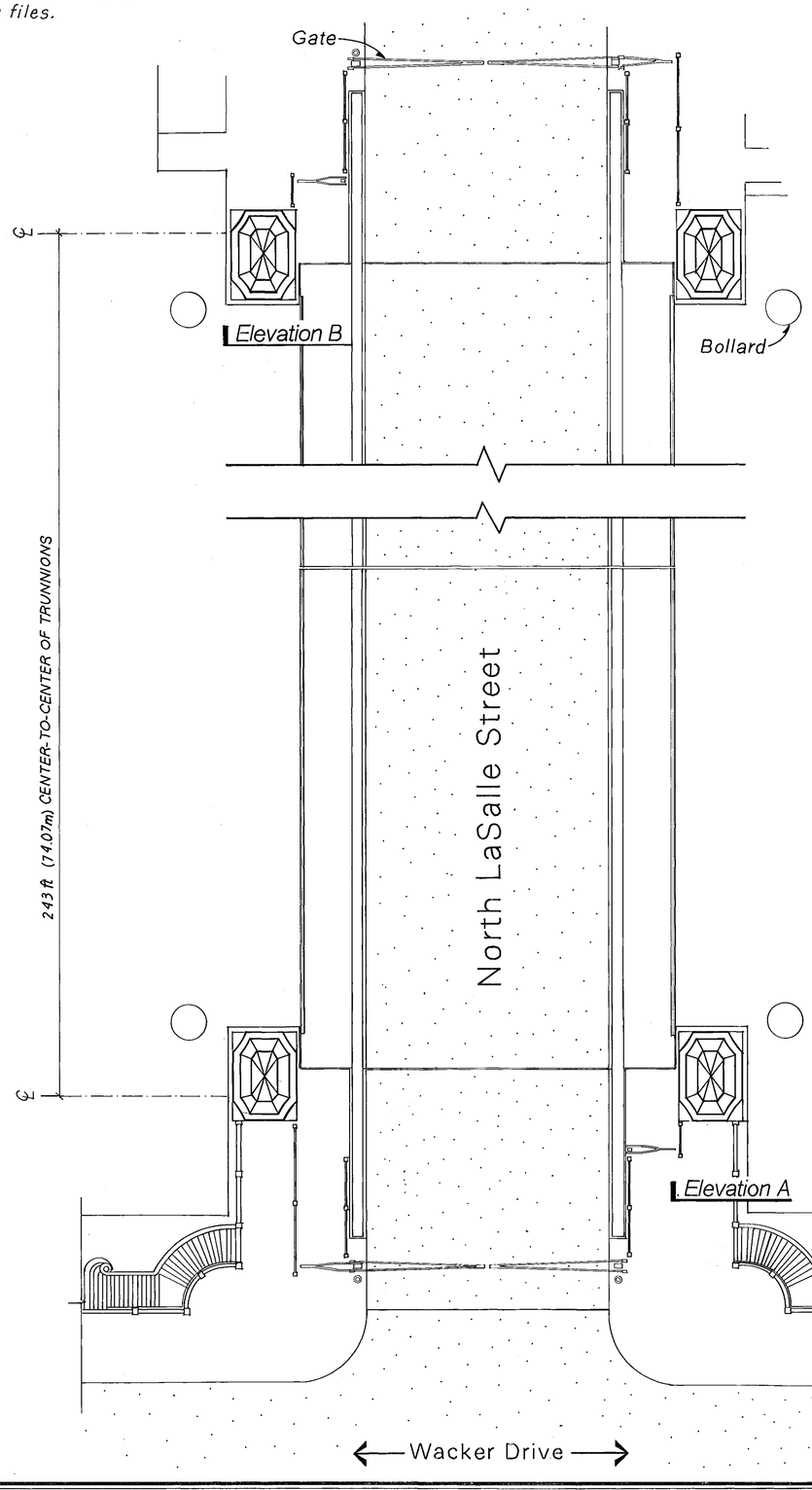


Elevation B

Scale: 1/4" = 1'-0" (1:48)

0 5 10 ft.

0 1 2 3 m.

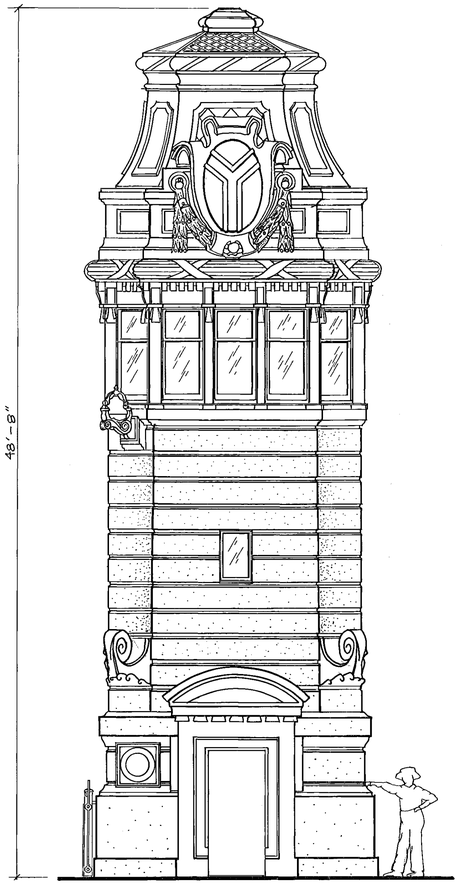


Plan

Scale: 1/16" = 1'-0" (1:192)

0 5 10 20 30 50 ft.

0 10 m.



Elevation A

Scale: 1/4" = 1'-0" (1:48)

0 5 10 ft.

0 1 2 3 m.

DELINEATED BY: Karen L. Hassey, 1999 Lisa Gardner, 2000

CHICAGO BRIDGES RECORDING PROJECT
NATIONAL PARK SERVICE
UNITED STATES DEPARTMENT OF THE INTERIOR

LASALLE STREET BRIDGE
SPANNING MAIN BRANCH OF CHICAGO RIVER AT NORTH LASALLE STREET
COOK COUNTY
CHICAGO ILLINOIS

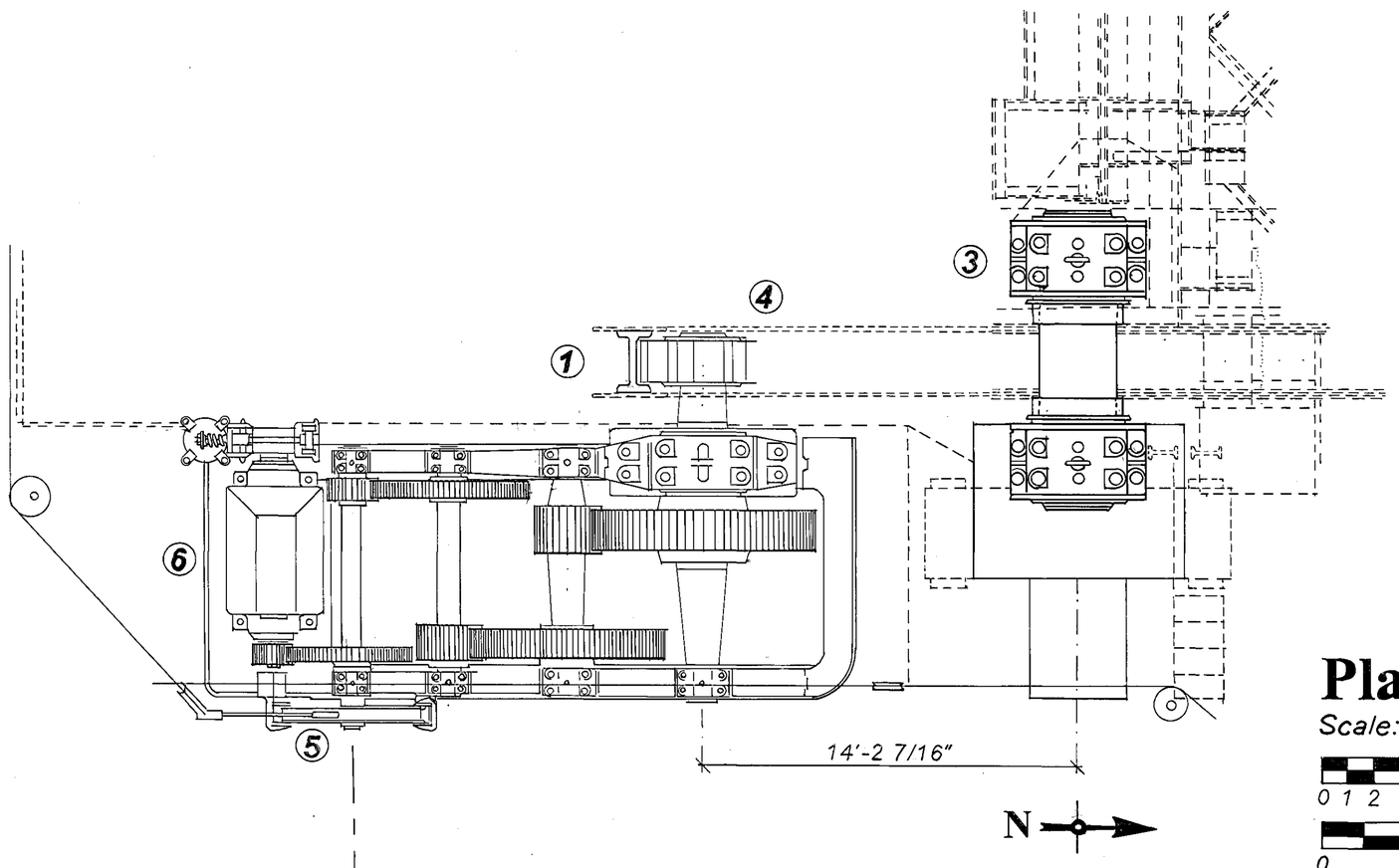
SHEET 2 of 4

HISTORIC AMERICAN ENGINEERING RECORD
IL-66

TRIM LINE

609423

Operating Machinery Layout



Key

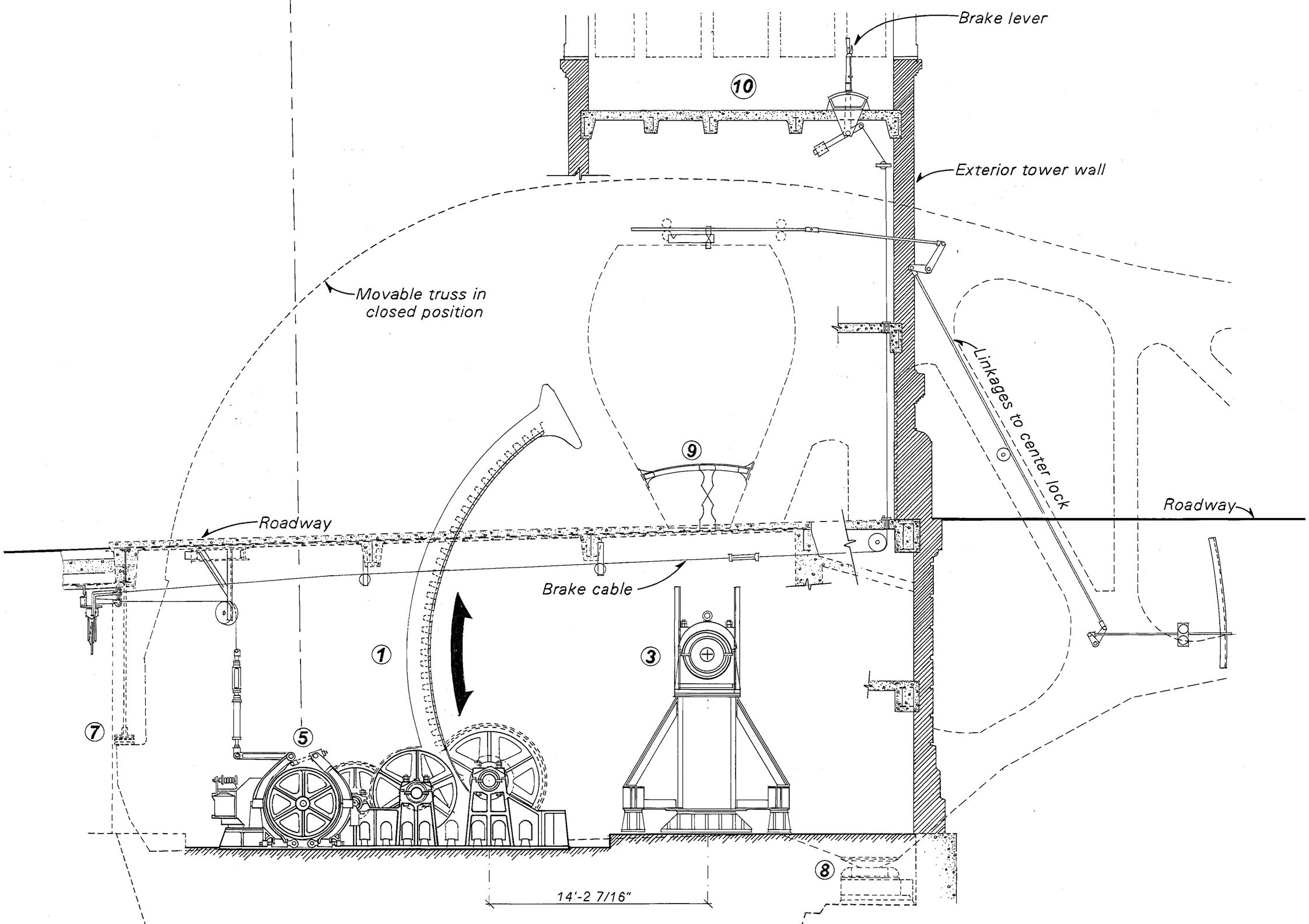
1 Internal Rack
2 Counterweight
3 Trunnion
4 Pinion
5 Brake
6 Motor
7 Rear Bumper
8 Live Load Bearing
9 Position Indicator
10 Operator's Booth

Plan

Scale: 1/4" = 1'-0" (1:48)

0 1 2 4 6 8 10 ft.

0 1 2 3 m.



Elevation

Scale: 1/4" = 1'-0" (1:48)

0 2 4 6 8 10 ft.

0 1 2 3 m.

Source: Chicago Bureau of Engineering, "LaSalle St. Bridge, over Chicago River," drawings, 1926. Structure No. 6032, Chicago Department of Transportation plan files.

DELINEATED BY: Karen L. Hassey, 1999

CHICAGO BRIDGES RECORDING PROJECT NATIONAL PARK SERVICE UNITED STATES DEPARTMENT OF THE INTERIOR	LASALLE STREET BRIDGE SPANNING MAIN BRANCH OF CHICAGO RIVER AT NORTH LASALLE STREET CHICAGO — COOK COUNTY — ILLINOIS	SHEET 3 OF 4	HISTORIC AMERICAN ENGINEERING RECORD IL - 66	LIBRARY OF CONGRESS INDEX NUMBER

TRIM LINE

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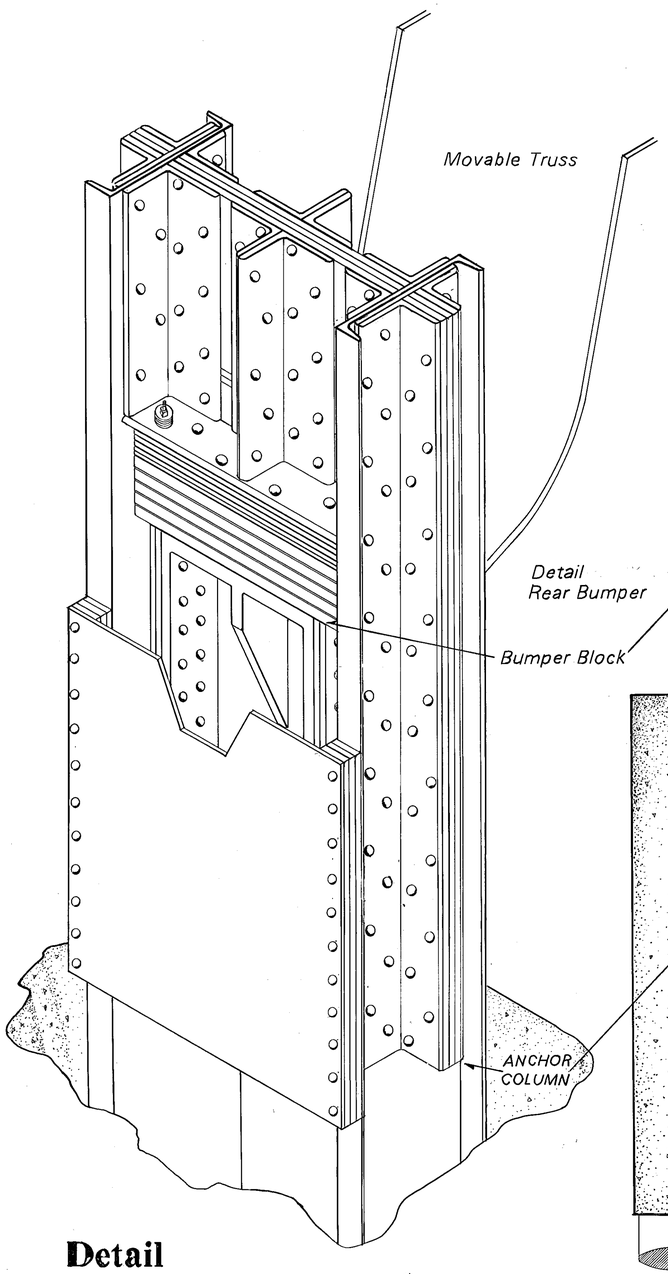
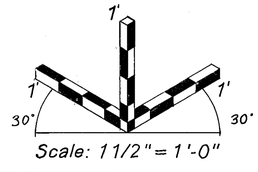
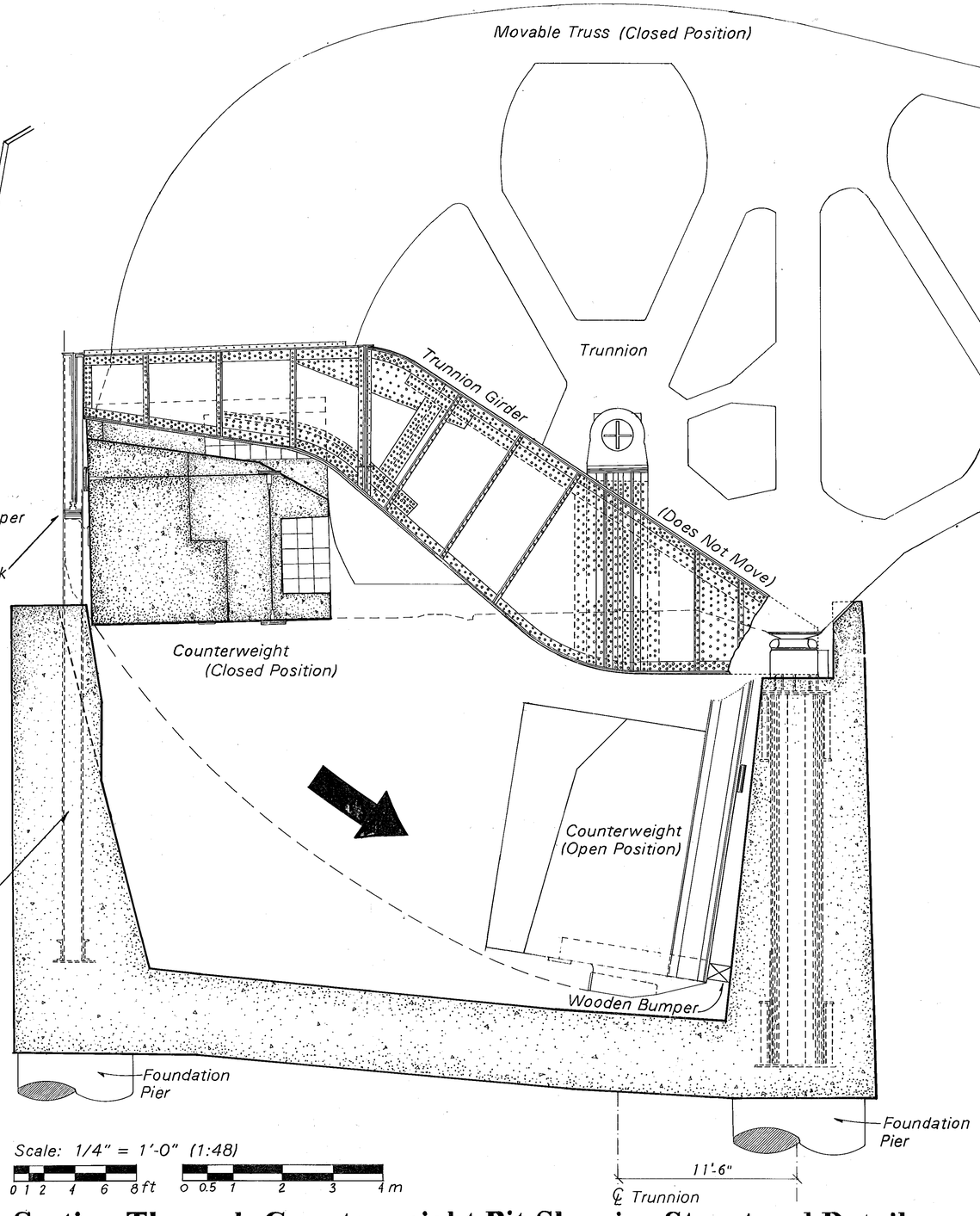


Detail

Isometric

Rear Bumper





Scale: 1/4" = 1'-0" (1:48)

0 1 2 4 6 8 ft

0 0.5 1 2 3 4 m

Section Through Counterweight Pit Showing Structural Details

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CHICAGO

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TRIM LINE