

THE OPENING OF THE THEBES BRIDGE.

The directors and officers of the Southern Illinois & Missouri Bridge Company sent out invitations to a large number of prominent railroad officials and business men for the ceremonies attending the formal opening of the Thebes bridge, which were celebrated at Thebes on May 25, at 2 o'clock p. m. A special train to and from Saint Louis and Chicago was

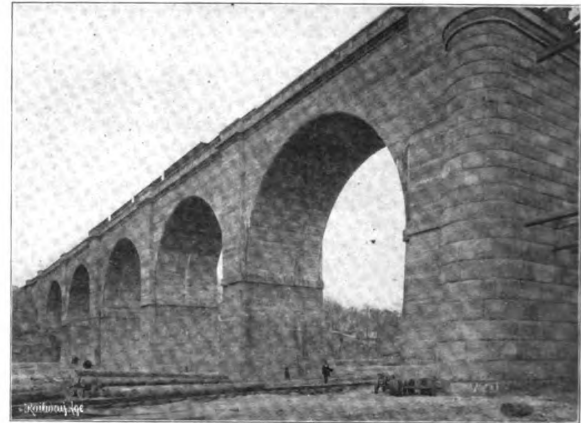
The ground was broken on July 8, 1902, and the first train passed over the bridge on April 18, 1905. The following firms were connected with the work of construction:

Substructure C. Macdonald & Co.
Concrete approaches J. S. Patterson Construction Company
Steel work American Bridge Company
Erection of steel work Kelly-Atkinson Construction Company
Grading of approaches McArthur Brothers Company

The general plans of the bridge were illustrated in The Railway Age of June 20, 1902, and engravings illustrating



THEBES BRIDGE—ILLINOIS APPROACH.



THEBES BRIDGE—ILLINOIS APPROACH AND ABUTMENT.

provided for invited guests and the music was by Wild's Band of Saint Louis. The Hon. Charles S. Deneen, governor of Illinois, and the Hon. Joseph W. Folk, governor of Missouri, were present and made addresses.

The Southern Illinois & Missouri Bridge Company was incorporated on December 6, 1900, and on January 26, 1901, the act was passed by Congress authorizing the construction of the bridge and duly approved by the President. The present board of directors is as follows: F. H. Britton, representing the St. Louis & Southwestern; Charles S. Clarke, chosen to represent the Mobile & Ohio, but now of the Missouri Pacific; J. T. Harahan, representing the Illinois Central; A. W.

the concrete approaches and the caissons were given in the issue of November 6, 1903.

The bridge is a steel double track structure, cantilever type of five spans, the cantilever or channel span being 671 feet long, each of the other spans being 521 feet long. The approaches to the bridge are of concrete, the west approach consisting of six 65-foot arches and one of 100 feet, the eastern approach consisting of five 65-foot arches. The entire length of the bridge, including the concrete approach on each side, is 3,910 feet. Concrete to the amount of 945,000 cubic feet was used in the construction of the approaches and 27,000,000 pounds of steel were required for the superstructure.



THE THEBES BRIDGE OVER THE MISSISSIPPI RIVER—GENERAL PLAN OF THE COMPLETED STRUCTURE.

Sullivan, representing the Missouri Pacific, and H. I. Miller, representing the Chicago & Eastern Illinois. The officers of the company are: F. H. Britton, president; J. T. Harahan, vice-president; J. S. Ford, secretary and treasurer.

Propositions to do the engineering work were submitted by a number of engineers, and that of Messrs. Alfred Noble and Ralph Modjeski was accepted by the board of directors, and they were appointed chief engineers in charge of construction. These engineers presented to the board a satisfactory design for a cantilever bridge, and drawings for piers, approaches and other necessary work, and these were approved by the secretary of war. Mr. W. E. Angier was associated with Messrs. Noble and Modjeski as resident engineer.

The spans are 65 feet high in the clear above high water and 108 feet above low water. The distance from extreme bottom of channel span, which rests on bedrock, to the top of the chord of the steelwork is 231 feet.

The total cost of the work was as follows: Track, track work and yards, \$220,000; earthwork approaches, \$280,000; viaduct approaches, \$300,000; piers and foundations, \$600,000; steel superstructure, \$1,400,000; total cost, \$2,800,000.

On the Missouri side, a small town has been built and terminal facilities established. South of the town a large yard has been laid out, with 20 tracks, 3,000 to 4,000 feet long. This is all a part of the bridge company's property and will be used for handling its business.