Baltimore
structural stories in and around
Early Building:
Churches and Towers

Latrobe and Mills
~1860’s...
Early Bridging:
The influence of the railroad

Latrobe, Jr., Bollman, and Fink
WENDEL BOLLMAN’S
Patent Iron Suspension Railroad Bridge.

The undersigned would inform the officers of Railroads and others, that he is prepared to furnish Drawings and Estimates for Bridges, Roofs, etc., on the plan of Bollman’s Patent.

The performance of these bridges, some of which have been in use for six years, has given entire satisfaction. Their simplicity of construction renders repairs easy and cheap, and by a peculiar connection of the Main and Panel Rods at the bottom of the Posts, all danger from the effects of expansion, which has heretofore been the chief objection to Iron Bridges, is entirely removed.

J. H. TEGMEYER,
Baltimore, Md.

1814-1884
Wendell Bollman
White = Tension
Grey = Compression
White = Tension
Grey = Compression
Modern Briding:
Crossing the Jones Falls
Early (1900) to Modern Building: Skyscrapers and Roofs
1950’s → Charles Center Plan
The elevator core of the USF&G Building. This was constructed first and the office space added around it. (1971)
The elevator core of the USF&G Building. This was constructed first and the office space added around it. (1972)