

Pudding Creek Trestle

The Pudding Creek Trestle could well qualify as an icon for Fort Bragg. It is/was the first of five trestles between the Union Lumber Company (ULC) Mill in downtown Fort Bragg and Camp One some 9 miles north. The model and the real thing have 34 bents (uprights) each 44 feet high (scale 6.1 inches) and is 527 feet long (scale 6.06 feet).

The trestle you see today is not the way it was originally built. The original trestle was for a railway and had a walkway between the rails. After the 10 Mile Railway was torn up in 1949 the bridge was significantly reinforced when it became part of the haul road. The trucks that were used to haul the lumber were specially built off-road monsters with a 10 foot wheel span and were not allowed on "regular" roads. The trestle had additional uprights added as well as many longitudinal members.

And no your eyes do not deceive you The trestle does go downhill An 0.75 per cent grade in fact. This means that the Fort Bragg end in real life is 4 feet higher than tother Which is why the fireman made sure the engine had a full head of steam when they approached Fort Bragg and maybe why there are no pics of a train stopped on the bridge with a full load.

Did you ever wonder how the sand pile on the road side of the trestle got there? And who maintains/replenishes it? The answer is the wind which picks up the sand on the sea side of the trestle and because of the impedance of the bents drops the sand on the road side. And the red you see on the trestle? It's algae not paint.

The trestle is still in good shape (per neighbour Gene Lewis who is a chief honcho in the 10 Mile Walkway Conservation Group) and it can be made into a pedestrian bridge very quickly if the people responsible for environmental studies ever got their finger out.

The picture from the Noyo Chief (ULC's mag) shows the last load of logs going over the trestle in 1949.

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