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Maher, Neil  

Nashville Bridge Company  


circa 1980  History of Nashville Bridge Company. Undated brochure provided by Nashville Bridge Company, on file, Tennessee Department of Transportation, Nashville.
APPENDICES
ABUTMENT: A portion of the substructure; supports end of a single span bridge or the end of a multispans structure; typically retains approach fill. Major elements are the foundation, the cap which rests over the foundation, and the backwall which is the wall rising from the middle part of the abutment and is distinct from the wingwalls.

APPROACH SPAN: Secondary spans connecting the roadbed to the primary bridge span(s).

ARCH BARREL (SOFFIT): Inside lining of the arch; the arch's exposed undersurface.

ARCH RING: Primary structural member of an open spandrel arch; often composed of intrados and extrados; in masonry arches, a row of radiating voussoirs forms the ring.

ARCHIVOLT: Ornamental molding along outside edge of arch (along extrados).

BALUSTER: One of a series of short vertical members which make up the balustrade; can be of any shape such as round, square, or more elaborate forms like urns.

BALUSTRADE: Entire railing along edge of bridge; includes top rail, individual balusters and sometimes bottom rail.

BASCULE LIFT: Movable bridge in which the roadbed (deck) is counterbalanced by a weight that swings upwards and backwards to lift the span; spans may be single-leaf or double-leaf.

BEARING DEVICES: Bearing devices rest on the substructure and support the superstructure but are not considered part of either.

BELT COURSE: Horizontal band extending across spandrel wall of an arch, usually at road level.

BENT: A type of pier in which members are placed at right angles to the stringer forming a box-like structure; used under light approach spans; can mean a bridge pier that is not in water.

BOSS: Projecting and usually richly carved ornament at the intersection of ribs, groins, beams, etc.
BRIDGE: Structure on, above, or below the roadway which supports traffic; must be 20 feet or longer to be included in Federal inspection program

BIMODAL: Built for two distinct types of traffic such as vehicular and rail

BUILT-UP MEMBER: Truss element assembled from sections of small individual items such as plates, channels, or angles (as opposed to a “rolled” member)

CHEVRON: V-shaped stripe pointing up or down

CHORD: Longitudinal member which extends the length of the truss; in some cases it is one continuous member while in others it is a series of members that extend only across one panel

COMPRESSION MEMBER: Generally heavy stiff members that are often built-up of smaller members which withstand compressive forces that push inward

CONTINUOUS SPAN: Multiple spans which function as one unit but extend across the pier; balances loads in adjoining spans

COUNTER: Tension member in a truss that extends diagonally across a panel

CROWN: Top or central section of arch ring

CULVERT: A drainage structure crossing under a roadway

DEAD LOAD: Total weight of the bridge structure itself without vehicles

DECK: Surface over which traffic crosses; the “roadway” of the bridge; on a deck bridge, the structural elements of the bridge are below the deck

DIAGONAL: Slanting member usually extending across the full width of the panel from the top to bottom chord although in some cases it may extend only to a midpoint on the post

END POST: Last diagonal or vertical member at each end of truss; since it is a compression member, it is made up of heavy members

EXPANSION END: The end of a span or bridge that is tied down in such a way so as to allow movement of the span

EXTRADOS: Upper or outside (convex) curve of arch ring; can be raised or molded to form a decorative line above the arch

FHWA: Federal Highway Administration; FHWA is a part of the U.S. Department of Transportation and is headquartered in Washington, D.C., with field offices across the United States. FHWA provides Federal financial assistance to states to construct and improve the National Highway System, urban and rural roads, and bridges
FILLED SPANDREL OR BARREL ARCH: A solid arch with a fully enclosed spandrel area, the deck is on top of this arch; the interior of the arch (between the deck and the barrel) may be hollow or filled with dirt, stone, concrete, or any combination.

FILLED (RIBBED) SPANDREL: Two or more spandrel walls (ribs) lying parallel to each other form the arch; much in appearance like a filled spandrel arch from the side but there is no solid barrel forming the arch barrel.

FINIAL: Small ornamental object; on bridges it is typically located atop the end post.

FISHBELLIED BOTTOM CHORD: On a truss, the center of the bottom chord is below the floor beams but the ends angle upward to connect at the end joint above the floor beam.

FLOOR BEAMS: Cross girders supporting the stringers.

FIXED END: End of a span or bridge, which is stationary.

GUSSET PLATE: In riveted trusses, the plate at the corner joint where the horizontal and vertical members meet.

HAER: Historic American Engineering Record, an agency of the National Park Service/Department of Interior, which is responsible for recording and documenting engineering structures such as bridges.

HAMMERED FINISH: Decorative finish in which concrete is roughened by breaking up the top layer, often with a mechanical hammer.

HAUNCHES: Side sections of arch ring, next to pier or abutment.

INTRADOS: Lower or inside (concave) curve of an arch.

JOINT: On a truss, the location where two or more members are connected.

KEYSTONE: Center voussoir of the arch ring; usually larger than the other stones in the ring.

LATERAL BRACING: Horizontal members connecting the top or bottom of each side truss; provides additional lateral support.

LATTICE(D): Work consisting of crossed flat metal bars forming a diagonal or diamond pattern, usually used on cross bracing, knee bracing, verticals, or the railing; “latticed” usually refers to crossed or double latticing while “lattice” may refer to only a single row of lacing on a vertical forming a “Z” pattern.

LENGTH: Span is measured between abutments or piers; truss is measured between its end posts.
LIVE LOAD: Any weight or load on the bridge structure which is not part of the structure itself such as vehicles, pedestrians, or wind

MASSONRY: Construction of stone or similar materials in which the separate pieces are either placed together with or without mortar; when not separately placed they are encased in a matrix of mortar

MEMBERS: Individual elements that make up a truss

MODILLION: Horizontal bracket or console decorative feature, can be in different shapes such as scroll or plain block

OPEN SPANDREL ARCH: An arch with the spandrel walls open or having bays with columns which support the deck; in theory, the arch may have a solid barrel but in Tennessee all examples have two or more narrow arch rings which are usually connected at intervals by rib struts

PANEL: Area of a truss between two vertical members

PARAPET RAILING: Solid wall-like railing

PIER: Part of the substructure, supports ends of spans of a multi-span superstructure between the abutments

PILASTER: Engaged (built into, not free standing) decorative feature that imitates columns but are usually not structural members

POLYGONAL: Having multiple angles/sides

PONY: Above deck truss (or arch) that has no overhead lateral connections

PORTAL: Entrance/open ends of a bridge facing traffic

POST: Vertical member; on trusses these are in compression except hip verticals

POST AND RAIL RAILING: Railing with vertical posts and horizontal rails

QUATREFOIL: Ornamental feature used on parapet railing; composed of four adjoining lobes around a central motif

RAINBOW ARCH: Open spandrel arch that can be through, semi-deck, or pony level; the term "Marsh Rainbow Arch" refers to a specific patented arch by James Marsh

RAILING: A fence-like construction along edge of roadway or sidewalk to guide the movement of both vehicular and pedestrian traffic

RISE OF THE ARCH: Vertical distance from springline to the crown
ROLLED MEMBER: In a truss bridge, a structural component which consists of only one piece, for instance, an I-beam (as opposed to a “built-up” member)

SECTION 106: Refers to Section 106 of the National Historic Preservation Act which requires Federal agencies to take into account the effects an undertaking will have on a historic property; the Advisory Council on Historic Preservation, whose regulations are codified at 36 CFR 800, administers this program

SECTION 4(f): Refers to a section of the Department of Transportation Act that states that the Department can not approve a project which requires the use of a historic property unless there is no prudent and feasible alternative to that use and that the project includes all possible planning to minimize harm to that site

SHD: State Highway Department

SIMPLE SPAN: Single, self-contained span that functions independently from pier to pier (or abutment)

SKEWBACK: Stone in the pier or abutment, which receives the thrust from the arch ring

SKEWED: The centerline of the bridge forms an oblique angle rather than a right angle

SPALLING: The surface disintegration of concrete or masonry in which the outer layer or layers of material begin to break off or flake away

SPAN: Individual load carrying component (truss, arch, beam, etc.) of the bridge which extends from pier to pier (or abutment); in a “simple” bridge, each span acts independently like a separate entity or bridge, in a “continuous” bridge the spans are not independent but act together

SPAN LENGTH: Distance measured from springline to springline parallel to the roadway

SPANDREL (SPANDREL WALL): An area roughly triangular in shape between the arch ring and deck

SPANDREL ARCH: Bay within an open spandrel arch; the area below the deck can be flat or arched (forming an arcaded appearance)

SPANDREL COLUMN: In an open spandrel arch, the vertical member or column that extends between the arch ring and the deck

SPRINGING OF ARCH (SPRING LINE): Point where line of the intrados intersects the pier

STRINGER: Longitudinal joist under roadway decking
SUBSTRUCTURE: Supports load carrying superstructure of the bridge; composed of abutments, piers, or other supports such as bents; all bridge members below the bearing device

SUPERSTRUCTURE: The load carrying element of the bridge such as a truss or arch; all bridge members above the bearing device

TENSION MEMBER: Slender, lightweight member of a truss bridge that resists forces that pull them apart

THROUGH: Bridge in which traffic moves across the deck through the physical components (top and bottom lateral bracing) of the bridge

TIEROD: Metal tension rod

TDOT: Tennessee Department of Transportation

TN-SHPO: Tennessee State Historic Preservation Office, contained within the Tennessee Historical Commission, which is administratively attached to the Department of Environment and Conservation; responsibilities include adding properties to the National Register of Historic Places and administering the Section 106 process

TREATED: Timber members that have received a coating of a preservative such as creosote

TRUSS: A triangular arrangement of members that distributes compressive and tensile forces in a pattern determined by the specific design of the truss

VIADUCT: Generally, long bridge with numerous spans that maintains an even grade over wide terrain such as valley floors or railroad yards; it can be of any type such as arch, truss, girder etc.

VOUSSOIRS: In a masonry arch, the individual stones forming the arch ring

WEB (OF TRUSS): Entire area between top and bottom chords

WING WALL: An extension of the abutment; functions as a retaining wall restraining the slope or embankment
APPENDIX B: POST 1945 MASONRY ARCH, TIMBER TRUSS, METAL TRUSS, CONCRETE ARCH, METAL ARCH, AND SUSPENSION BRIDGES

NOTE: NO POST-1945 MASONRY ARCH OR VEHICULAR SUSPENSION BRIDGES ARE KNOWN TO EXIST IN TENNESSEE. AN ASTERISK (*) INDICATES TDOT AND THE TN-SHPO EVALUATED THE BRIDGE’S ELIGIBILITY DUE TO A PROPOSED REPLACEMENT PROJECT OR WITHIN THE TVA CONTEXT.

### POST 1945 TIMBER TRUSS BRIDGES

<table>
<thead>
<tr>
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<th>Builder</th>
<th>Description</th>
<th>Eligibility</th>
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<tbody>
<tr>
<td>84-00810-00.83</td>
<td>ICG RR</td>
<td>1946</td>
<td>ICG RR</td>
<td>1 Kingpost</td>
<td>Unknown</td>
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<tr>
<td>84-A0257-00.12</td>
<td>ICG RR</td>
<td>1946</td>
<td>ICG RR</td>
<td>1 Kingpost</td>
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<tr>
<td>63-NonHighway-2</td>
<td>Red River</td>
<td>1978</td>
<td>State</td>
<td>3 Howe/Burr</td>
<td>Unknown</td>
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### POST 1945 METAL TRUSS BRIDGES

<table>
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<tr>
<th>Number</th>
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<th>Description</th>
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<tr>
<td>23-SR020-06.89</td>
<td>Obion River</td>
<td>1946</td>
<td>State</td>
<td>1 Pratt Through</td>
<td>Unknown</td>
</tr>
<tr>
<td>*73-00653-04.34</td>
<td>Poplar Creek</td>
<td>1946-47</td>
<td>Corps</td>
<td>3 Bailey Pony</td>
<td>Yes</td>
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<tr>
<td>*10-SR067-18.43</td>
<td>Watauga River</td>
<td>1946-48</td>
<td>TVA</td>
<td>1 3-span Continuous Warren Deck</td>
<td>Yes</td>
</tr>
<tr>
<td>21-SR026-24.58</td>
<td>Caney Fork River</td>
<td>1948</td>
<td>Corps</td>
<td>5 Parker Through</td>
<td>Unknown</td>
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<tr>
<td>21-SR056-15.71</td>
<td>Caney Fork River</td>
<td>1948-49</td>
<td>Corps</td>
<td>1 4-span Continuous Warren Deck</td>
<td>Unknown</td>
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<tr>
<td>36-SR069-10.06</td>
<td>West Fork Doe River</td>
<td>1949</td>
<td>State</td>
<td>1 Pratt Through</td>
<td>Unknown</td>
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<tr>
<td>38-SR076-08.97</td>
<td>Hatchie River</td>
<td>1949</td>
<td>State</td>
<td>1 Pratt Through</td>
<td>Unknown</td>
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<tr>
<td>47-01124-02.65</td>
<td>Holston River</td>
<td>1949</td>
<td>Virginia Bridge</td>
<td>1 3-span Continuous Warren Through</td>
<td>Unknown</td>
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<tr>
<td>79-I0055-12.00</td>
<td>Mississippi River</td>
<td>1949</td>
<td>State and Modjeski &amp; Masters</td>
<td>1 5-span Continuous Warren Through</td>
<td>Listed</td>
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<tr>
<td>43-SR013-07.72</td>
<td>Duck River</td>
<td>1949-51</td>
<td>State</td>
<td>1 Parker Through</td>
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<tr>
<td>20-SR069-04.90</td>
<td>Stewart's Creek</td>
<td>1950</td>
<td>State</td>
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<td>Unknown</td>
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<td>Bridge Number</td>
<td>River</td>
<td>Year</td>
<td>Agency</td>
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<td>*82-SR034-28.07</td>
<td>South Holston River</td>
<td>1950</td>
<td>TVA</td>
<td>1 2-span Continuous Warren Through</td>
<td>Yes</td>
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<tr>
<td>41-SR050-16.02</td>
<td>Duck River</td>
<td>1951</td>
<td>State</td>
<td>1 Parker Through</td>
<td>Unknown</td>
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<tr>
<td>33-01151-00.78</td>
<td>Sale Creek</td>
<td>1954</td>
<td>Hamilton County</td>
<td>1 Warren Pony</td>
<td>Yes</td>
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<tr>
<td>95-SR109-10.86</td>
<td>Cumberland River</td>
<td>1954</td>
<td>State</td>
<td>1 3-span Continuous Warren Through PTC</td>
<td>Unknown</td>
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<tr>
<td>37-02604-09.47</td>
<td>Holston River</td>
<td>1955</td>
<td></td>
<td>3 Pratt Through</td>
<td>Unknown</td>
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<tr>
<td>*47-SR009-10.01</td>
<td>Holston River</td>
<td>1958</td>
<td>State</td>
<td>1 3-span Continuous Warren Deck</td>
<td>No</td>
</tr>
<tr>
<td>45-I040-14.68</td>
<td>French Broad River</td>
<td>1961</td>
<td>State</td>
<td>2 3-span Continuous Warren Deck</td>
<td>Unknown</td>
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<tr>
<td>79-C106-01.37</td>
<td>Big Creek</td>
<td>1963</td>
<td></td>
<td>1 Warren Pony</td>
<td>Unknown</td>
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<tr>
<td>19-SR045-02.0R</td>
<td>Cumberland River</td>
<td>1967-70</td>
<td>State</td>
<td>1 Parker &amp; 2 Camelback Through</td>
<td>Unknown</td>
</tr>
<tr>
<td>23-I0155-00.00</td>
<td>Mississippi River</td>
<td>1974-76</td>
<td>State</td>
<td>1/3 Continuous Warren Through</td>
<td>Unknown</td>
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### POST 1945 CONCRETE ARCH BRIDGES

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<tr>
<th>Number</th>
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<th>Builder</th>
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<tbody>
<tr>
<td>28-SR007-09.22</td>
<td>Silver Creek</td>
<td>1948</td>
<td>State</td>
<td>1 Filled Spandrel</td>
<td>Unknown</td>
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<tr>
<td>19-04164-00.37</td>
<td>CSX RR</td>
<td>1951</td>
<td>L &amp; N RR</td>
<td>1 Filled Spandrel</td>
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<td>19-D0921-00.40</td>
<td>CSX RR</td>
<td>1951</td>
<td>L &amp; N RR</td>
<td>1 Filled Spandrel</td>
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### POST 1945 METAL ARCH BRIDGES

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<th>Number</th>
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<tr>
<td>19-I0040-18.84</td>
<td>Lafayette Street</td>
<td>1966</td>
<td>State</td>
<td>1 Steel Arch, Deck</td>
<td>Unknown</td>
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<tr>
<td>79-I0040-00.00</td>
<td>Mississippi River</td>
<td>1967-73</td>
<td>State &amp; Hazelett</td>
<td>2 Tied Steel Arches, Through</td>
<td>Unknown</td>
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<tr>
<td>58-SR156-15.46</td>
<td>Tennessee River</td>
<td>1980-81</td>
<td>State</td>
<td>1 Tied Steel Arch, Through</td>
<td>Unknown</td>
</tr>
</tbody>
</table>
NOTE: All of the bridges listed below have been determined eligible for listing in the National Register of Historic Places with the exception of Old Town Bridge (94-NonHighway125-2) which is listed in the National Register. Bridges located within districts are noted as being Contributing (C) or Noncontributing (NC) to the National Register eligibility of the district. Many older National Register nominations did not enumerate bridges within the roster, and districts across the state may contain bridges not listed below.

**INDIVIDUALLY ELEGIBLE OR LISTED BRIDGES**

<table>
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<tr>
<th>Number &amp; Name</th>
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<th>Builder</th>
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<tr>
<td>06-A0181-00.85</td>
<td>Harris Creek</td>
<td>1930 est</td>
<td>Steel &amp; Lebby</td>
<td>3 Haunched Girders</td>
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<tr>
<td>06-02272-00.02</td>
<td>Chatata Creek</td>
<td>1930 est</td>
<td>Steel &amp; Lebby</td>
<td>3 Haunched Girders</td>
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<tr>
<td>47-SR062-16.34</td>
<td>Southern RR &amp; Second Cr</td>
<td>1909</td>
<td>Foster-Creighton-Gould</td>
<td>9 Continuous Deck Girders</td>
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<tr>
<td>50-A0645-00.05</td>
<td>Shoal Creek</td>
<td>1930 est</td>
<td>Concrete Thru Girder</td>
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<td>57-01581-02.31</td>
<td>Duffy’s Creek</td>
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## BRIDGES WITHIN HISTORIC DISTRICTS

### Norris Freeway Historic District, National Register Eligible (Consensus DOE)

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### Southern Terminal and Warehouse Historic District, National Register Listed

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C denotes Contributing; NC Non-Contributing
APPENDIX D: PRE-1945 INVENTORIED BRIDGES ASSESSED IN SURVEY (INCLUDES POST-1945 BRIDGES ASSESSED DURING REPLACEMENT PROJECTS)

Note: Inventoried one suspension (sus) bridge in Cheatham County and one metal arch (mar) in Hamilton County.

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Pre-1946 Masonry Arch, Timber Truss, Metal Truss, Concrete Arch, Metal Arch, and Suspension Bridges

Bridges, from simple slabs to elaborate engineering marvels, have been both impediments and boons to mankind since ancient times. These fascinating structures allow us to criss-cross the country, yet we often take bridges for granted as we travel. What types of bridges exist in Tennessee? What is their history? Which bridge companies practiced in Tennessee? What is the significance of bridges around the state?

In this publication, with historical context, narrative history, images, and drawings, Martha Carver, a historian with the Tennessee Department of Transportation (TDOT), addresses those issues and explores an overall bridge history in Tennessee, up to the end of World War II. This publication details TDOT’s state-wide survey of vehicular metal truss, timber truss, masonry arch, concrete arch, metal arch, and suspension bridges that have been or are currently located on highways. It discusses the survey’s findings, including:

- Historical context of road and bridge construction
- Bridge companies that practiced in Tennessee
- An engineering context
- Information on each bridge that has been determined eligible for the National Register of Historic Places

The survey reveals the existence of a surprising number of significant historic bridges and provides a foundation for their preservation. It also provides a detailed context of bridge history in Tennessee that will appeal to not only historians, but also to anyone who has wondered about the history of a bridge in their community.

Front cover photograph: The Wolf Creek Bridge on State Route 9 (US70) in Cocke County, photograph by George Hornal.