

## ANNEXES

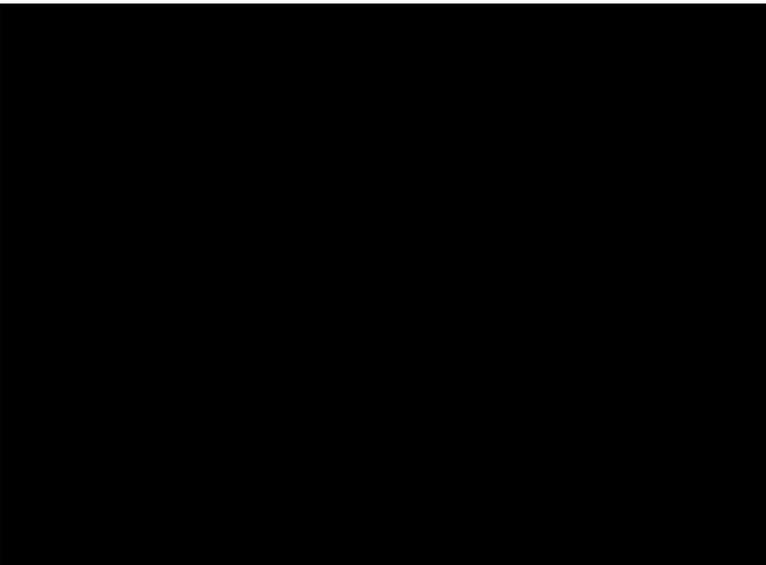
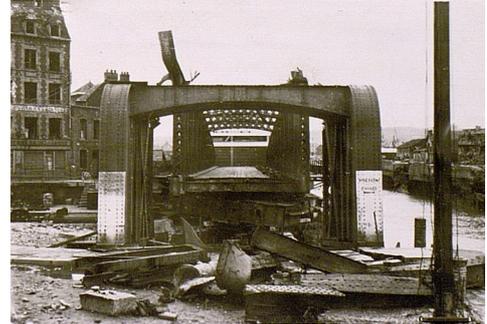
### Citizens of Le Pollet district Association

The citizens of Le Pollet district Association in Dieppe feels concerned about the future of the Colbert Bridge as part of their everyday life. In order to show how much they are attached to this bridge and to celebrate its 120th anniversary the association has edited commemorative stamps and postcards with agreement of La Poste (French Mail) services.

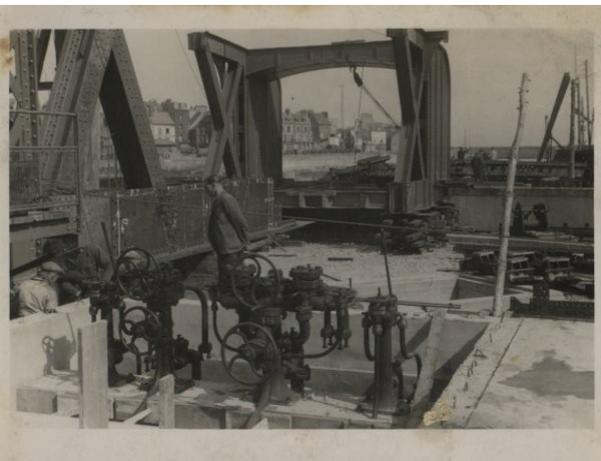


## September 1944 – July 1946 : rebuilding the bridge

Blown up during the August, 30<sup>th</sup> - 31<sup>th</sup> night, 1944 by the German army a few hours before Allies arrived in Dieppe, the Colbert Bridge was restored and was operational again on July 1946.



**The Colbert bridge on September 1944**  
The main structure was destroyed on a 12 meters length, the mechanism has partly suffered. After the quay being strengthened by Allies, the bridge reconstruction begun. It took nearly two years to achievement because of the shortage of raw materials after the war. Below, rare photos showing the bridge rebuilding site. Note that the original operating instruments stayed intact.



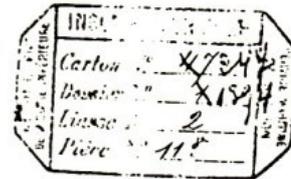
## The Gustave Eiffel mystery

The Colbert Bridge was designed by the Ponts et Chaussées (Dpt of civil engineering). Many civil engineering companies were asked to tender in 1887. The most famous of them all was Gustave Eiffel's Workshops ! He was probably on the list of tenders thanks to his celebrity but he had also designed a first bridge in 1870 in Dieppe (destroyed during the Second World war).

His name was mysteriously added in handwriting at the bottom of the official list the same year he conceived the world famous tower. Another company, la Société des Ponts et Travaux en fer was commissioned to build at a much cheaper cost -21% less than the Eiffel's company.

*Constructions métalliques, Entreprises générales de Travaux publics.*  
 GRAND PRIX A L'EXPOSITION UNIVERSELLE DE 1878.

*G. Eiffel,*



42. Rue Fouquet  
 Levallois-Perret (près Paris) le 10 Mai 1887.



Monsieur Alexandre,  
 Ingénieur en chef des Ponts et Chaussées,  
 à Dieppe.

Monsieur l'Ingénieur en chef,

J'ai l'honneur de vous remercier de votre lettre  
 N° 1547, par laquelle vous m'informez que, par décision  
 ministérielle du 27 Avril dernier, j'ai été admis à concourir à  
 l'adjudication des travaux de construction du tablier métallique  
 du pont tournant du Pollet, au port de Dieppe.

Je m'empresse de vous remercier de cet avis, ainsi que de  
 l'envoi que vous avez bien voulu me faire d'un exemplaire de  
 l'affiche, du cahier des charges, du bordereau des prix et  
 du détail estimatif concernant cette adjudication.

Permettez agréer, Monsieur l'Ingénieur en chef, l'assurance  
 de ma considération la plus distinguée.

P. PONDE G. EIFFEL

*G. Eiffel*

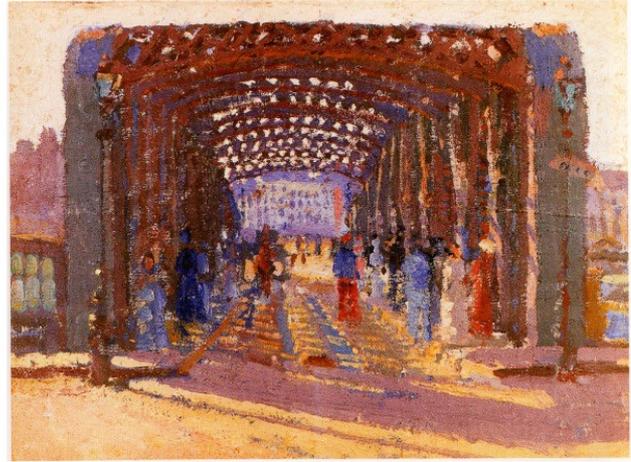
Adresse télégraphique: EIFFEL, LEVALLOIS-PERRET.  
 TELEPHONE: Bureau B, --

Letter from Gustave Eiffel sent on May 10<sup>th</sup> 1887 to Paul Alexandre, civil engineer in Dieppe. It is written that Eiffel has well received the all adjudication documents concerning a local swing bridge project.

## Artists views



Postcard -1900.



Harold Gilman « The swing bridge », oil on canvas – 1911, private collection.



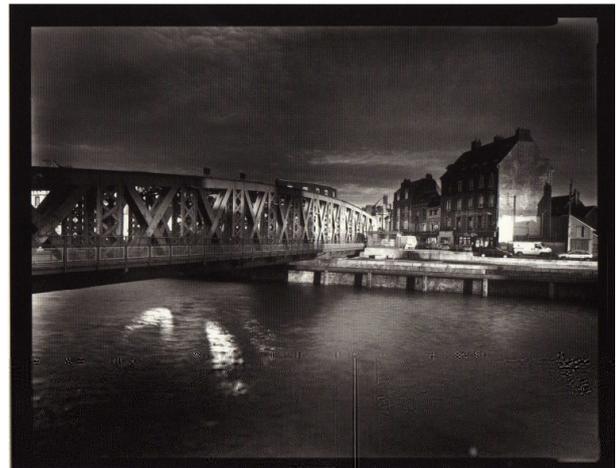
Marti Folio « Le pont Colbert », acrylic on - 2005, private collection.



Paul Bonmartel « Le pont », photography - 2009.



Bertrand Legros « Le pont Colbert », photography – 1984.



Olivier Mériel « Le pont tournant de Dieppe », photography – November 2002 – 12h15 ©