Form No. 10-300 REV. (9/77)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Boeckman Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER
Two miles east of Mo. Hwy. 52 on County Road 181
__NOT FOR PUBLICATION

CITY, TOWN
St. Elizabeth X VICINITY OF

CONGRESSIONAL DISTRICT
#8 - Hon. Richard H. Ichord

STATE
Missouri

CODE
29

COUNTY
Miller

CODE
051

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	__OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	X UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
Miller County Court

STREET & NUMBER
Courthouse

CITY, TOWN
Tuscumbia __ VICINITY OF

STATE
Missouri 65082

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Miller County Courthouse

STREET & NUMBER

CITY, TOWN
Tuscumbia

STATE
Missouri 65082

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
1. Lake of the Ozarks Preliminary Historical Survey

DATE
1978 __FEDERAL __STATE X COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS
Lake of the Ozarks Council of Local Governments

CITY, TOWN
Camdenton

STATE
Missouri 65020

Form No. 10-300a
(Rev. 10-74)

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BOECKMAN BRIDGE

CONTINUATION SHEET ITEM NUMBER 6 PAGE 1

2. Missouri State Historical Survey
1978
Department of Natural Resources
P.O. Box 176
Jefferson City, Missouri 65101

state

ITEM NUMBER 11 PAGE 1

2. James M. Denny, Section Chief,
Nominations-Survey
Editor
Department of Natural Resources
Office of Historic Preservation
P.O. Box 176
Jefferson City

October 13, 1978

314/751-4096

Missouri 65102

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Boeckman Bridge, located on a dirt road 3 miles southeast of St. Elizabeth, Mo., is a 240' wire cable timber suspension (swinging) bridge. It crosses the Big Tavern Creek in a northwest to southeast direction at an elevation of 29'. It is suspended by zinc-clad main and suspender cables secured in masonry anchorages.[1] Its flooring, stringers, floor beams and portals are made of untreated oak timbers.[2] The wire has taken on a bluish-black color while the oak has faded to the gray color of aged barn wood.

PHYSICAL FEATURES, DIMENSIONS AND MEASUREMENTS

Deck Section

The deck of the Boeckman Bridge consists of three levels: (from top to bottom) the flooring, stringers and floor beams. All are made of untreated native oak lumber milled at local sawmills.[3] The flooring boards are 12'6" long, 3" thick and 7 1/4" wide. Spaced between 1" and 3" on the stringer beams, they are secured in place by 5" no. 16 steel flathead nails.

The stringer beams, running transversly to the floor boards above and floor beams below, are 12' long, 2" wide and 9" deep. They are spaced randomly from 8" apart to 15" apart and the last foot of each stringer beam is nailed to the first foot of the next. At either end of the deck the stringer beams are boxed by a beam of the same size. The stringer beams are not secured to but merely rest on the supporting floor beams below. The floor beams are 14'8" long 4" wide and 10" deep. The floor beams have more width than the floor above because these beams are the part of the deck supported by the cables. Inverted V's are cut into both ends of the beam's underside where the suspender cables are wrapped around. The floor beams were spaced originally at 2'9" apart but have since slipped, and now support the deck at random angles and widths.[4] Originally there was a wire running alongside the bottom of the floor beams on each side of the bridge that was secured in the bluffs on both sides of the bridge to help ease the sway of the bridge and give it added reinforcement during high winds.[5]

The main deck itself is 12' wide, 185' long suspended 29' above the creek. The deck is not secured to either bank but only to the suspender cables (hence the nickname swinging bridge). The length of the bridge from anchorage to anchorage is 240'. Only one car can pass over the bridge at a time and is restricted by the county to be under two tons in weight.[6]

Suspension Cables (both main and suspender cables)

Each main cable consists of 300 strands of no. 9 bridge wire, zinc coated to prevent rust. The wire has a tensile strength of 2,000 pounds per strand.[7] It was ordered in bale rolls from Bethlehem Steel in Bethlehem, Pennsylvania.[8] The individual strands of wire had to await erection of the bridge's portals before being combined

and woven into suspension cables. These cables were woven while resting directly on the portals. The wire was laid in untwisted strands from portal to portal. A bicycle wheel, suspended from a taunt wire, was employed to pull the individual strands of cable wire across the creek.[9] Once all 300 wires in each main cable were suspended between the portals, one strand of no. 9 wire was wrapped around the strands to bind them into cable form. Both main cables of the Boeckman Bridge are original.[10] The cables are 9 1/4" in circumference. Once the main cables were in place, suspender cables were hung from them and the floor beams attached. The suspender cables were of the same no. 9 wire but employed in strands of 12 twisted and looped over the main cables above, while the notched ends of the floor beams hung from the looped ends below. There are 60 suspender cables on each main cable spaced from 1'7" apart to 3' apart. They, like the floor beams, were originally spaced evenly, but have since shifted.[11] The length of the suspender cables varied from 13'1" at the portals to 5'10" in the bridge's center.

Once the floor beams were hung, the stringers and flooring were set upon them. The flooring sections and stringer parts for the deck were assembled on the bank of the creek and fitted into place.[12] After the deck of the bridge was completed, a woven wire fence three feet high was fastened along the suspender cables to make the bridge safer for pedestrians or horseback riders.[13]

Anchorages

There are four concrete anchorages that flank the road in pairs on either side of the stream and receive the ends of the two cables. These anchorages were created by first weaving each of the 300 strands of each cable around six steel bars driven 6 feet into the ground. The individual strands, one at a time, were then suspended between the portals and the next strand formed.[14] The anchors were then formed around the bars and strands by pouring concrete.[15] The anchors are 1'4" wide and are triangular in shape, following the angle of the main cable into the ground. The distance between anchors on each side of the bridge is approximately 16 feet.

Portals

The twin vertical supports of the portals are made of 12" square oak beams, one set vertically and the second braced against it. The resulting vertical supports are 18" long at the top and 48" long at the base. Timber blocks are nailed to the top of the uprights to act as bearing pads between the timber and the cables. One inch thick oak bats are used to tie the beams together, with steel pins tying the beams together where they meet at the top. Similar steel pins are grouted into the abutments and secure the portals to their concrete base.[16]

Two horizontal 15' oak beams cap the respective portals so as to allow a 12 foot clearance over the road. The entire tower structure is sheathed with corregated metal believed to be original.[17]

Piers and Abutments

The portal supporting the southeast side of the bridge rests upon an abutment; that on the other end is built upon two piers with an abutment lying about 40' behind, where the edge of the road and the peak of the bluff meet.

The abutments are constructed of cement and river gravel poured into a rock fill.[18] They are strengthened on embankment sides by stacked field stone, which also helps establish and maintain its desired road bed grade.[19] The northwest abutment is built up from the creek bed, extending 13' in height. It is 4' thick and 14' long at its base and 2' thick by 12' long at the top. The abutment on the southeast end is cut into the bluff, and has the same width and length of the other one but is only 7' in height. The two piers that form a base for the northwest portal - one pier for each vertical side of the portal - are, like the abutment close by, built up from the creek bed. Both of the piers are 7' long at their base and taper to 5' at their tops. They are 11'5" high and 2'8" wide.

The Road

County Road 181 makes a straight approach to the northwest side of the bridge but doglegs to the right after crossing the southeast end. On both sides the grade of the road was raised about 2 feet to make a smoother transition from road to bridge to road again.[20] The road is a gravel one.

ALTERATIONS

There have been no major alterations to the Boeckman Bridge, although routine county maintainance has been ongoing since it was constructed in 1926. Even the routine maintainance has been minor; a suspender cable here, a new flooring board or floor beam there. The original oak wood has held up fairly well. The main cables have never been touched, but a few suspender cables have been changed.[21]

UNITED STATES DEPARTMENT OF THE INTERIOR
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BOECKMAN BRIDGE

SITE

The point at which the Boeckman Bridge crosses Big Tavern Creek is a popular spot with local residents of Miller County. On the northwest side of the bridge is a public boat access to the creek owned by the Missouri Conservation Commission. Beneath the bridge is a popular swimming hole. A rope swing is fastened to a tree on the southeast bluff above a 12' pool of water. The original builders of the Boeckman Bridge were known to end their workday there occasionally.[22] There are a series of natural steps leading up from the pool. In the evenings the swimming hole is taken over by the fisherman. The bridge is completely surrounded by bluffs and beyond them, farmland. Big Tavern Creek, the largest tributary of the Osage River, is known throughout Miller County for the beauty of its surrounding bluffs.

CONDITION AND PRESENT STATUS

Miller County has set a maximum load limit of 2 tons on the Boeckman Bridge. Cars have been able to pass over the bridge with no difficulty, but the users of the bridge want it strengthened to accomodate school buses. At the present time, buses, are emptied at the bridge and the students cross on foot and await the crossing of the empty bus.[23] The maximum load of the bridge when built was set at 4 tons.[24] The floor beams are the weakest element of the bridge. Most are in good condition but have shifted out of perfect alignment with the runners above, which they support. A second element limiting load is the stability of the oak portals. Saw dust, rotted wood and other unrecognizable material has collected at the bases of the portals within the corregated metal sheathing, indicating that decay is taking place. At the top of the portals, the blocks holding the cables have decayed and splintered as a result of the pressure and moisture. The cable anchors, however, show no deterioration and are in excellent shape. The piers and abutments are also in very good condition and show no apparent erosion damage. The main and suspender cables of the bridge show little rust and seem to be in good shape, nor is there any sag or lean in the portals. The original brace cables secured in the bluffs to help prevent sway in the bridge have fallen off due to age, weather and neglect.[25]

The Miller County Court has studied a report prepared on all of the six suspension bridges remaining in Miller County and has initiated plans to strengthen the bridges. According to the county plan, Boeckman Bridge will have its portals changed to steel "I" beam construction to make the bridge safe for school buses. The change is expected in late 1978.[26]

FOOTNOTES

1. John Ayers in a personal interview with Tom Chesser, August 11, 1978. Ayers is an engineering consultant employed by Miller County to study the county's suspension bridges. Ayers believes the wire used in the main and suspender cables to be zinc coated.

2. Herman Boeckman in a personal interview with Tom Chesser, August 7, 1978. Herman Boeckman is the son of Joseph Boeckman who donated the right of way for the bridge from his land. Herman was one of the original builders of the bridge.

3. Ralph Robinett in a personal interview with Tom Chesser, August 3, 1978. Robinett was another of the original builders of the Boeckman Bridge.

4. Ayers interview, August 11, 1978.

5. Ibid., Ayers said he compiled a report that he submitted to the Miller County Court to renovate and strengthen the bridge and saw the parts of the bridge that the sway cable was attached to.

6. Ibid., as a result of the report submitted by Ayers, the county decided to limit the loads allowed to cross the bridge to two tons. A sign is posted on the bridge restricting weights.

7. John Ayers, in his report for the Morgan County Engineering Co. submitted to the Miller County Court in Tuscumbia, May 13, 1975.

8. Boeckman interview, August 7, 1978.

9. Ibid., and the Robinett interview, August 3, 1978.

10. Ayers interview, August 11, 1978.

11. Ibid.

12. Robinett interview, August 3, 1978.

13. Boeckman interview, August 7, 1978.

14. Ibid., and Robinett interview, August 3, 1978.

15. Ayers interview, August 11, 1978.

16. Ibid.

17. Ibid.

18. Boeckman interview, August 7, 1978.

19. Ibid., as told to him by Joseph Dice the bridge construction supervisor.

20. Robinett interview, August 3, 1978.

21. Lawrence Admeir in a personal interview with Tom Chesser, July 27, 1978. Admeir is a Miller County judge and has been keeping records of the maintainance of the county's suspension bridges.

22. Boeckman interview, August 7, 1978.

23. Admeir interview, July 27, 1978.

24. "Miller Countians Upset By Swinging Span," Jefferson City Capitol News, March 27, 1966, sec. 1, p. 6.

25. Ayers interview, August 11, 1978.

26. Admeir interview, July 27, 1978.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER	
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES March to May 1926 BUILDER/ARCHITECT Joseph A. Dice

STATEMENT OF SIGNIFICANCE

Boeckman Bridge is significant as an example of an unusual form of regional bridge construction which has survived with virtually all of its original materials intact. Miller County may well have more suspension bridges than any other county in Missouri,[1] but unfortunately, most of them have undergone tremendous change to keep up with heavier loads and increased traffic on the county roads. But the Boeckman bridge has not changed, except for replacement of an occasional floor beam or plank. It thus represents how the other suspension bridges in the Osage River Valley once appeared.[2] It still retains much of its original character in a natural setting that has gone undisturbed in the 52 years of the bridge's existence.[3]

Boeckman Bridge was built under the supervision of Joseph A. Dice.[4] Dice supervised the construction of the other five suspension bridges in Miller County and numerous other suspension bridges throughout the Osage River Valley.[5] He was a self-taught bridge engineer who gained most of his bridge building knowledge from Dr. Daniel Marion Eddy. Dr. Eddy held a patent on a suspension bridge design and was a member of the Paris Academy of Inventors.[6]

History of the Boeckman Bridge

Boeckman Bridge was built in March, 1926 at a cost of $3,000.[7] It was built under the direction of a special county road district that disbanded in 1951 and turned control of the bridge over to the county court.[8] It was named after Joseph Boeckman who donated the land for conveyance of the bridge right of way.[9] Dice and his son and Boeckman and his son Herman worked with four other men to erect the bridge.[10]

History of the Miller County Suspension Bridges

Of the six suspension bridges in Miller County four are timber and two are steel suspension bridges. The four timber suspension bridges cross Big Tavern Creek and were all constructed around 1926. The two steel suspension bridges were built the same time work was nearing completion on the Lake of the Ozarks in 1931. One crosses Mill Creek and one crosses Auglaize Creek. Dice supervised the building of all of them.

The reason Miller County has more suspension bridges than any other county in the state has to do with a combination of three factors: costs, terrain and Dice's and Eddy's influence in the area of bridge building techniques.

Suspension bridges in the 1920's were cheaper to build than steel truss bridges and took about the same amount of time to construct. For the timber suspension bridges, Dice only had to buy the wire. The oak beams and flooring were available on the site and cut by local sawmills. For the steel suspension bridges he ordered kits from a bridge company in Pennsylvania and just strung the cables and hung the steel "I" beams.[11] The suspension bridge kits were less expensive than those for the steel truss bridge type since less steel was used in the suspension type bridge.

The Osage River is a tributary of the Missouri River, and Big Tavern Creek is a tributary of the Osage.[12] The creek flows 40 miles through Miller County with a drop of 7.5 feet per mile.[13] All four timber suspension bridges in Miller County cross the Big Tavern Creek at an elevation higher than 28'. Most of the bluffs that run alongside the creek are high. Suspension bridges are more adaptable to crossing situations where the crossing is made high above the ground since truss bridges with more than one span would require more piers that would be expensive and constantly subject to erosion by the flow of the creek.[14]

Dice and Dr. Eddy both lived in Warsaw, Mo. in Benton County 30 miles from Miller County. Both were well known in Warsaw for having designed and built the first suspension bridge to cross the Osage River in 1894.[15] Dr. Eddy and Dice worked together and independently to construct 11 more suspension bridges in Benton County between the years 1894 and 1925.[16] With such successful bridge builders in the area, and Miller Countians being as cost conscious as Benton Countians, it was no surprise why the road districts in Miller County called upon Dice to construct all the bridges it needed at the time.

Joseph A. Dice and Dr. Daniel Marion Eddy

Dice lived most of his life in Warsaw, Mo. He never worked from blueprints or drawings telling his men that he kept the drawings in his head.[17] He worked his whole life as a bridge builder and retired in Warsaw.

Dr. Eddy was a medical doctor having received degrees in eastern and midwestern schools.[18] He picked up bridge designing as a hobby and, according to local tradition, won a gold medal for an invention from the Paris Academy of Sciences.[19]

The survey of Missouri's historic sites is based on the selection of sites as they relate to theme studies in Missouri history as outlined in "Missouri's State Historic Preservation Plan." Boeckman Bridge, therefore, is being nominated to the National Register of Historic Places as an example of the theme of "Technology."

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BOECKMAN BRIDGE

FOOTNOTES

1. Gary Spencer and Paul Johnson in a telephone interview with Tom Chesser July 26, 1978. Both men work for the State Highway Department in the Bridge Division. They said that even though their office doesn't keep track of bridges on county roads, they know of no other county in the state with as many suspension bridges as Miller.

2. Ralph Robinett in a personal interview with Tom Chesser August 3, 1978. Robinett worked on all the bridges with Dice in Miller County and said they were all similar in dimensions and design.

3. Herman Boeckman in a personal interview with Tom Chesser August 7, 1978. Boeckman helped build the bridge and grew up on his father's farm bordering the bridge and says the bridge hasn't changed.

4. Ibid.

5. Sandy Clayton in a personal interview with Tom Chesser August 16, 1978. Clayton is preparing a book on the swinging bridges in Benton County where Dice lived.

6. Ibid.

7. Boeckman interview August 7, 1978.

8. Lawrence Admeir in a personal interview with Tom Chesser July 27, 1978. Admeir is a county judge in Miller County and said maintainance of the bridges became a county court responsibility when the road districts disbanded.

9. Miller County, Conveyance of Right of Way (1926). Signed by Joseph Boeckman, his wife and his son Herman.

10. Boeckman interview August 7, 1978.

11. Robinett interview August 3, 1978.

12. Gerard Schultz, A History of Miller County, Missouri, (Jefferson City, Mo.: Midland Printing Co., 1933), p. 9.

13. Ibid.

14. John Ayers in a personal interview with Tom Chesser August 11, 1978.

15. Sallie T. McNatt, "The Land of the Swinging Bridges," paper written and submitted for the Sunday magazine section of the Kansas City Star, Warsaw, Mo., May 15, 1976, p. 1. (Mimeographed).

16. Ibid.

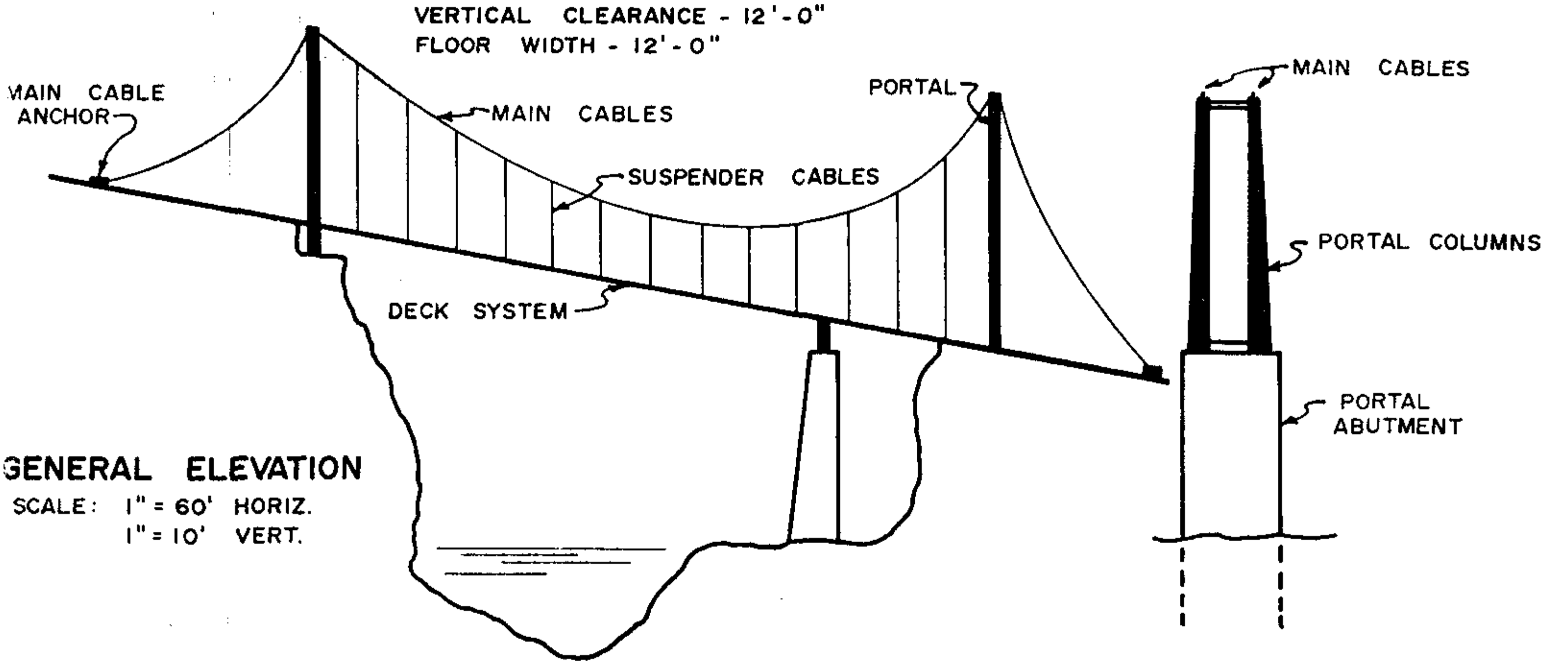
17. Robinett interview August 3, 1978.

18. Clayton interview August 16, 1978.

19. Ibid., documentation of such an award has not been found.

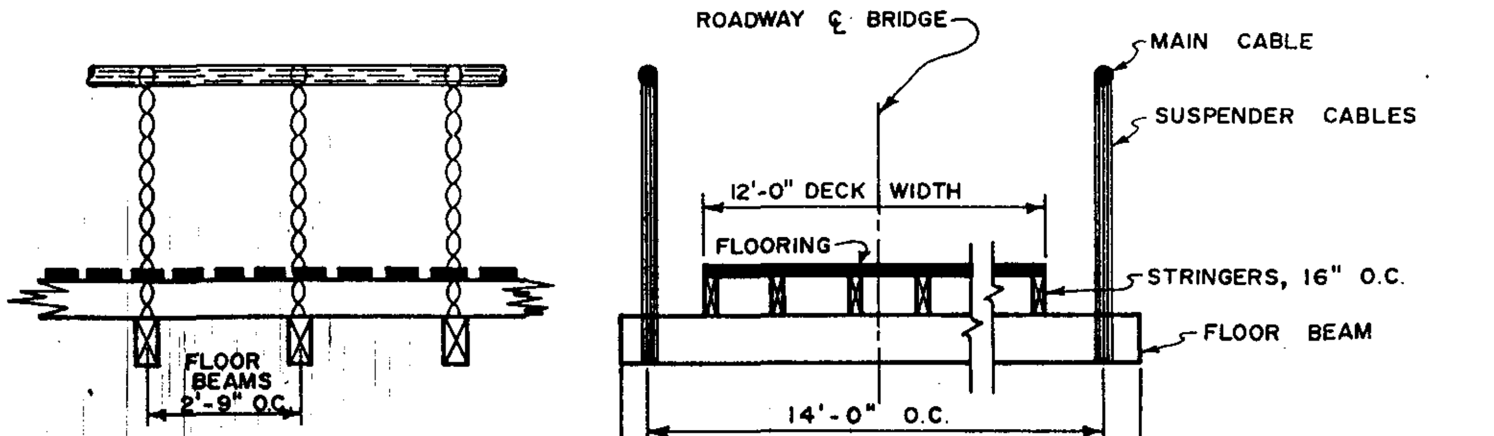
BOECKMAN BRIDGE
MILLER COUNTY, MISSOURI

OPEN SPAN - 188' (153' MAIN SPAN, 30' SIDE SPAN)
VERTICAL CLEARANCE - 12'-0"
FLOOR WIDTH - 12'-0"

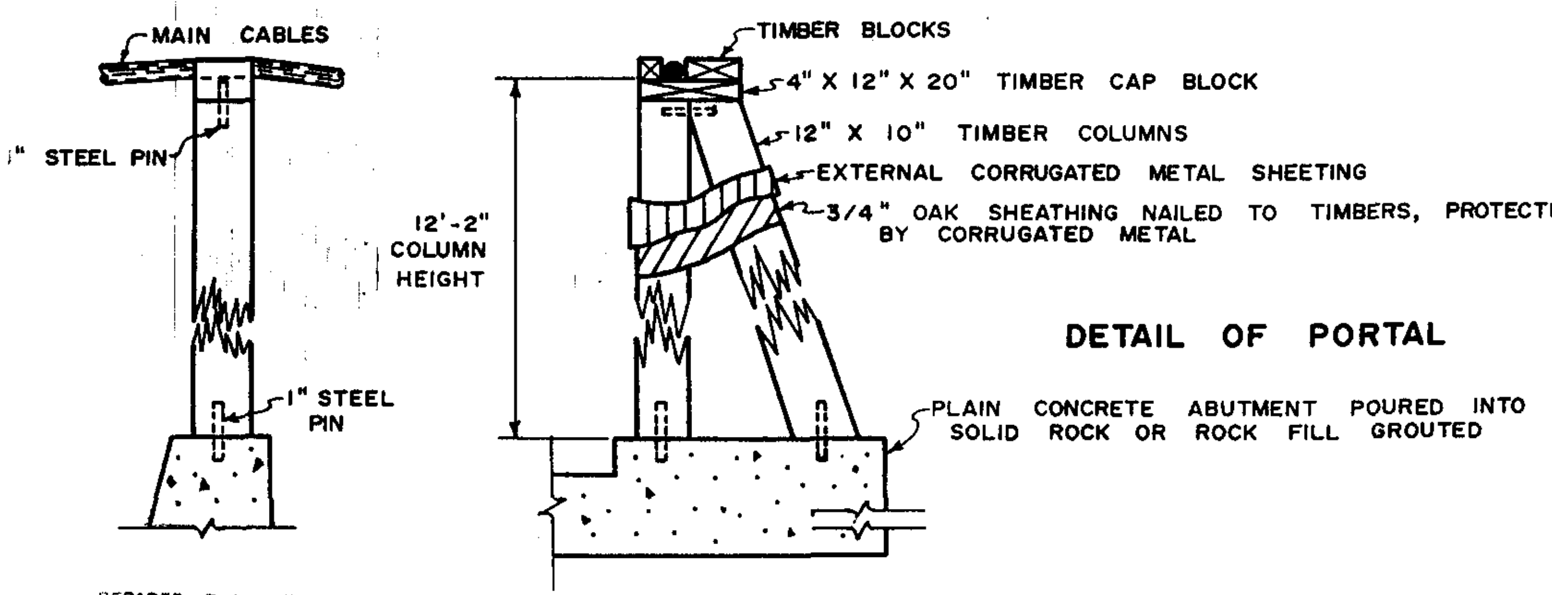


GENERAL ELEVATION

SCALE: 1" = 60' HORIZ.
1" = 10' VERT.



DETAIL OF DECK SYSTEM AND SUSPENSION SYSTEM



DETAIL OF PORTAL

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Schultz, Gerard. A History of Miller County, Missouri. Jefferson City, Mo.: Midland Printing Co., 1933.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY: Less than one acre

Latitude: 38° 13' 35" Longitude: 90° 14' 23"

QUADRANGLE NAME: "Tavern, Mo." QUADRANGLE SCALE: 1:62,500

UTM REFERENCES

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A	15	566540	4230100	B			
C				D			
E				F			
G				H			

VERBAL BOUNDARY DESCRIPTION

Boeckman Bridge is 240' long and 16' wide. It crosses the Big Tavern Creek at an elevation of 29'. Its boundary is a rectangle 20' wide by 250' long, oriented along

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE: 1. Tom Chesser

DATE: August 18, 1978

ORGANIZATION: Lake of the Ozarks Council of Local Governments

TELEPHONE: (314) 346-5616

STREET & NUMBER: Box 786

CITY OR TOWN: Camdenton

STATE: Missouri 65020

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE ___ LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE: Director, Department of Natural Resources and State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

KEEPER OF THE NATIONAL REGISTER

ATTEST: DATE

CHIEF OF REGISTRATION

GPO 921-803

Form No. 10-300a
(Rev. 10-74)

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BOECKMAN BRIDGE

CONTINUATION SHEET ITEM NUMBER 9 PAGE 1

PERSONAL INTERVIEWS

NOTE: There has not been much history recorded on suspension bridges in Missouri or in Miller County. The government records kept by the road districts that built the bridges were lost when the districts disbanded in Miller County. It is for that reason I had to lean so heavily on personal interviews in preparing this nomination form.

2. Admeir, Lawrence. With Tom Chesser July 27, 1978.

3. Ayers, John. With Tom Chesser August 11, 1978.

4. Boeckman, Herman. With Tom Chesser August 7, 1978.

5. Clayton, Sandy. With Tom chesser August 16, 1978.

6. Johnson, Paul. With Tom Chesser July 26, 1978. (Telephone)

7. Spencer, Gary. With Tom Chesser July 26, 1978. (Telephone)

8. Robinett, Ralph. With Tom Chesser August 3, 1978.

NEWSPAPERS

9. "Miller Countians Upset by Swinging Span." Jefferson City Capitol News, March 27, 1966, sec. 1, p. 6.

UNPUBLISHED WORKS

10. Warsaw, Mo. Sallie T. McNatt, "The Land of the Swinging Bridges," May 15, 1976.

PUBLIC DOCUMENTS

11. Miller County, Mo. Conveyance of Right of Way, 1926.

UNITED STATES DEPARTMENT OF THE INTERIOR
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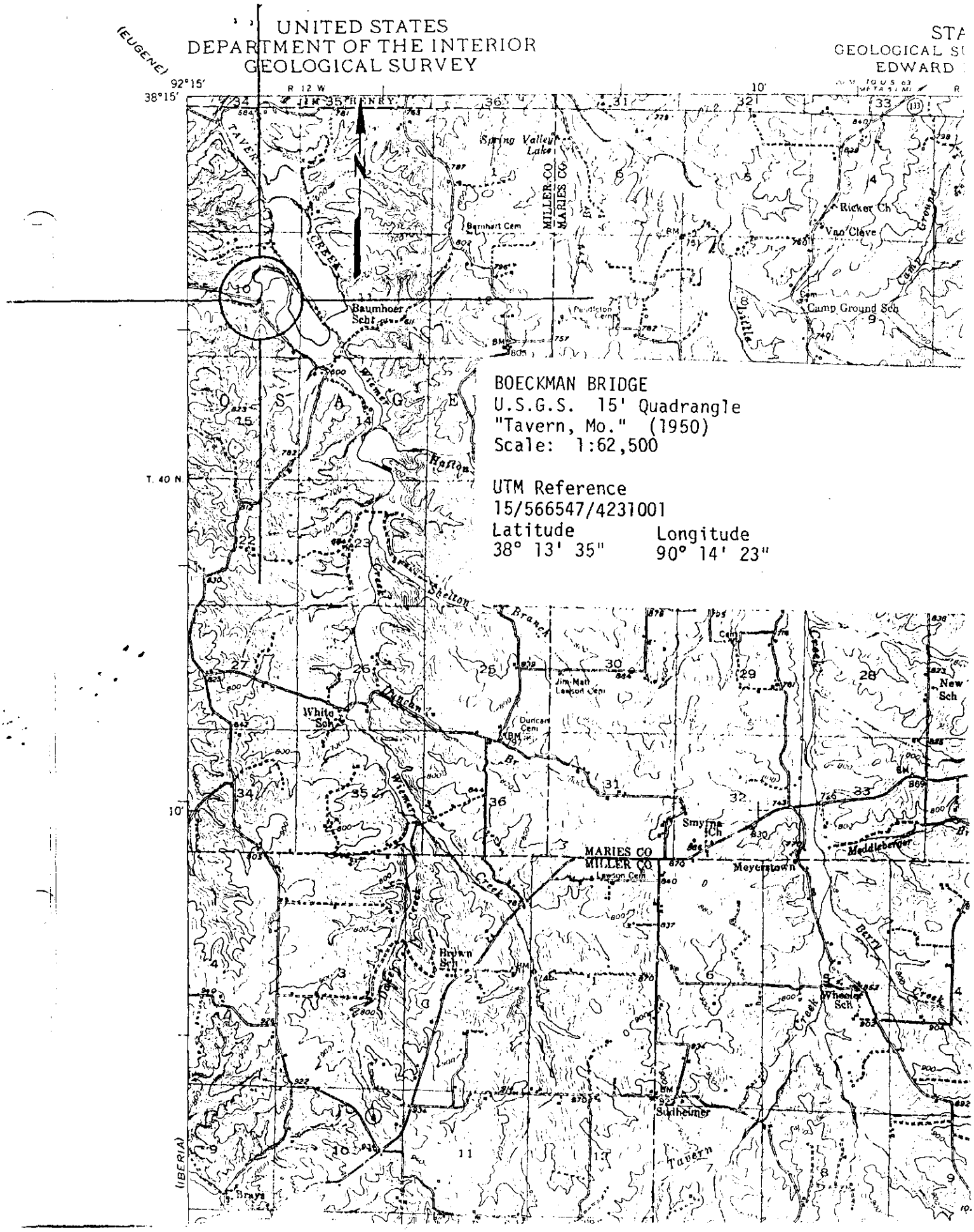
BOECKMAN BRIDGE

a northwest/southeast axis and centered on UTM coordinate 15/566547/4231001.



BOECKMAN BRIDGE
U.S.G.S. 15' Quadrangle
"Tavern, Mo." (1950)
Scale: 1:62,500

UTM Reference
15/566547/4231001

Latitude	Longitude
38° 13' 35"	90° 14' 23"

#353

BOECKMAN BRIDGE

COUNTY:	Miller
LOCATION:	St. Elizabeth
OWNER: ADDRESS:	Miller County Court Courthouse Tuscumbia 65082
DATE APPROVED BY A.C.:	October 27, 1978
DATE SENT TO D.C.:	January 9, 1979
DATE OF REC. IN D.C.:	January 15, 1979
DATE PLACED ON NATIONAL REGISTER:	March 19, 1979
DATE CERTIFICATE AWARDED (AND PRESENTOR):	December 7, 1985 (Joetta Davis-Smith gave certificate to Ruth Porter, Brumley, MO, officer of Miller Co. Historical Society)
DATE FILE REVIEWED:	

Boeckman Bridge is significant as an example of an unusual form of regional bridge construction which has survived with virtually all of its original materials intact. Miller County may well have more suspension bridges than any other county in Missouri, but unfortunately, most of them have undergone tremendous change to keep up with heavier loads and increased traffic on the county roads. But the Boeckman bridge has not changed, except for replacement of an occasional floor beam or plank. It thus represents how the other suspension bridges in the Osage River Valley one appeared. It still retains much of its original character in a natural setting that has gone undisturbed in the 52 years of the bridge's existence.

BOECKMAN BRIDGE #1
St. Elizabeth, Mo.
Photographer; Tom Chesser
July 1978
Lake of the Ozarks Council of Local Governments
P.O. Box 786
Camdenton, Mo. 65020

Looking north from the Big Tavern Creek bed

BOECKMAN BRIDGE #2
St. Elizabeth, Mo.
Photographer: Tom Chesser
July 1978
Lake of the Ozarks Council of Local Governments
P.O. Box 786
Camdenton, Mo.

Looking southeast from road bed


WEIGHT LIMIT
2
TONS

BOECKMAN BRIDGE #3
St. Elizabeth, Mo.
Photographer: Tom Chesser
July 1978
Lake of the Ozarks Council of Local Governments
P.O. Box 786
Camdenton, Mo. 65020

Looking southeast from center of bridge

BOECKMAN BRIDGE #4
St. Elizabeth, Mo.
Photographer: Tom Chesser
July 1978
Lake of the Ozarks Council of Local Governments
P.O. Box 786
Camdenton, Mo. 65020

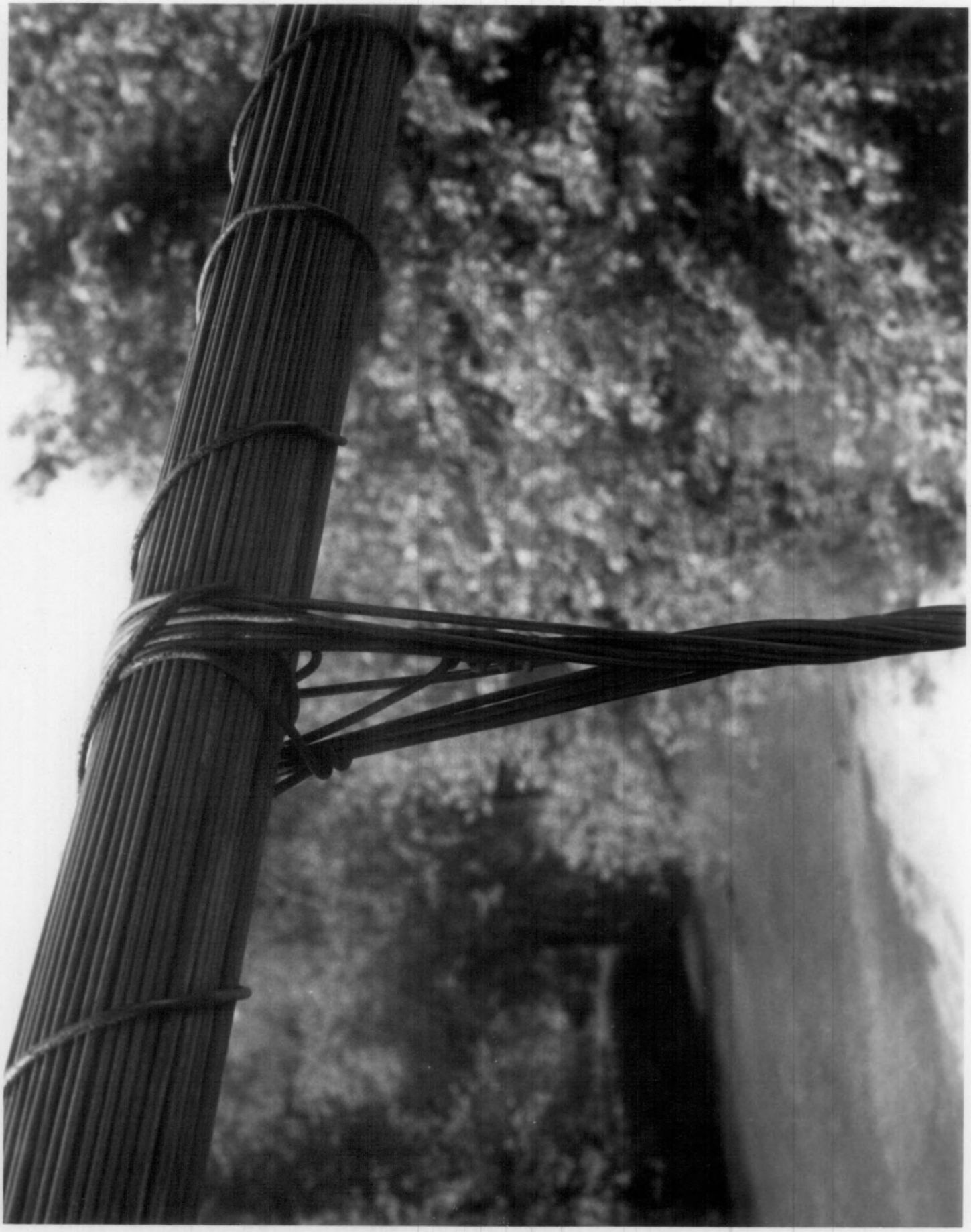
Looking up from creek bed

BOECKMAN BRIDGE #5
St. Elizabeth, Mo.
Photographer: Tom Chesser
July 1978
Lake of the Ozarks Council of Local Governments
P.O. Box 786
Camdenton, Mo. 65020

Close-up, detail of suspender cable, floor beam and deck and woven wire fence

BOECKMAN BRIDGE #6
St. Elizabeth, Mo.
Photographer: Tom Chesser
July 1978
Lake of the Ozarks Council of Local Governments
P.O. Box 786
Camdenton, Mo. 65020

Close-up, detail of main and suspender cable



BOECKMAN BRIDGE #7
St. Elizabeth, Mo.
Photographer: Tom Chesser
July 1978
Lake of the Ozarks Council of Local Governments
P.O. Box 786
Camdenton, Mo. 65020
Northwest abutment, tower base and detail of fieldstone road grade

BOECKMAN BRIDGE #8
St. Elizabeth, Mo.
Photographer: Tom Chesser
July 1978
Lake of the Ozarks Council of Local Governments
P.O. Box 786
Camdenton, Mo. 65020
One of the four anchorages