

**DATA SHEET**  
 UNITED STATES DEPARTMENT OF THE INTERIOR  
 NATIONAL PARK SERVICE

PH0694916

FOR NPS USE ONLY

RECEIVED JAN 15 1979

DATE ENTERED

MAR 19 1979

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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 &amp; NUMBER

*SE of St. Elizabeth over Big Taney Creek*  
 Two miles east of Mo. Hwy. 52 on  
 County Road 181

— NOT FOR PUBLICATION

CITY, TOWN

St. Elizabeth  VICINITY OF

CONGRESSIONAL DISTRICT

#8 - Hon. Richard H. Ichord

STATE

Missouri

CODE  
29

COUNTY

Miller

CODE

051 131

**3 CLASSIFICATION****CATEGORY**

DISTRICT  
 BUILDING(S)  
 STRUCTURE  
 SITE  
 OBJECT

**OWNERSHIP**

PUBLIC  
 PRIVATE  
 BOTH  
**PUBLIC ACQUISITION**  
 IN PROCESS  
 BEING CONSIDERED

**STATUS**

OCCUPIED  
 UNOCCUPIED  
 WORK IN PROGRESS  
**ACCESSIBLE**  
 YES: RESTRICTED  
 YES: UNRESTRICTED  
 NO

**PRESENT USE**

AGRICULTURE     MUSEUM  
 COMMERCIAL     PARK  
 EDUCATIONAL     PRIVATE RESIDENCE  
 ENTERTAINMENT     RELIGIOUS  
 GOVERNMENT     SCIENTIFIC  
 INDUSTRIAL     TRANSPORTATION  
 MILITARY     OTHER:

**4 OWNER OF PROPERTY**

NAME

Miller County Court

STREET &amp; NUMBER

Courthouse

CITY, TOWN

Tuscumbia \_\_\_\_\_ VICINITY OF

STATE

Missouri 65082

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Miller County Courthouse

STREET &amp; 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  COUNTY — LOCALDEPOSITORY FOR  
SURVEY RECORDS

Lake of the Ozarks Council of Local Governments

CITY, TOWN

Camdenton

STATE

Missouri 65020

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> 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.<sup>1</sup> Its flooring, stringers, floor beams and portals are made of untreated oak timbers.<sup>2</sup> 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.<sup>3</sup> 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 transversely 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.<sup>4</sup> 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.<sup>5</sup>

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.<sup>6</sup>

### 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.<sup>7</sup> It was ordered in bale rolls from Bethlehem Steel in Bethlehem, Pennsylvania.<sup>8</sup> The individual strands of wire had to await erection of the bridge's portals before being combined

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> 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,<sup>1</sup> 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.<sup>2</sup> 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.<sup>3</sup>

Boeckman Bridge was built under the supervision of Joseph A. Dice.<sup>4</sup> Dice supervised the construction of the other five suspension bridges in Miller County and numerous other suspension bridges throughout the Osage River Valley.<sup>5</sup> 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.<sup>6</sup>

### History of the Boeckman Bridge

Boeckman Bridge was built in March, 1926 at a cost of \$3,000.<sup>7</sup> 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.<sup>8</sup> It was named after Joseph Boeckman who donated the land for conveyance of the bridge right of way.<sup>9</sup> Dice and his son and Boeckman and his son Herman worked with four other men to erect the bridge.<sup>10</sup>

### 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 Aughize 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.

# 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

A 1,5 5,6,6 5,4,7 4,2,3,1 10,0,1  
 ZONE EASTING NORTHING

B                      
 ZONE EASTING NORTHING

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
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# 11 FORM PREPARED BY

NAME / TITLE

1. Tom Chesser

August 18, 1978

ORGANIZATION

Lake of the Ozarks Council of Local Governments

DATE

(314) 346-5616

STREET & NUMBER

Box 786

TELEPHONE

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

*Fred A. Jopson* 1-8-79

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

*W. J. Smith*

DATE

2/19/79

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

March 15, 1979

CHIEF OF REGISTRATION

*William Labovich*

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

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2. James M. Denny, Section Chief, October 13, 1978  
Nominations-Survey  
Editor  
Department of Natural Resources 314/751-4096  
Office of Historic Preservation  
P.O. Box 176  
Jefferson City Missouri 65102

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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 taut wire, was employed to pull the individual strands of cable wire across the creek.<sup>9</sup> 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.<sup>10</sup> 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.<sup>11</sup> The length of the suspender cables varied from 13'11" 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.<sup>12</sup> 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.<sup>13</sup>

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.<sup>14</sup> The anchors were then formed around the bars and strands by pouring concrete.<sup>15</sup> 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.<sup>16</sup>

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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 corrugated metal believed to be original.<sup>17</sup>

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.<sup>18</sup> They are strengthened on embankment sides by stacked field stone, which also helps establish and maintain its desired road bed grade.<sup>19</sup> 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.<sup>20</sup> The road is a gravel one.

ALTERATIONS

There have been no major alterations to the Boeckman Bridge, although routine county maintenance has been ongoing since it was constructed in 1926. Even the routine maintenance 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.<sup>21</sup>

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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.<sup>22</sup> 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.<sup>23</sup> The maximum load of the bridge when built was set at 4 tons.<sup>24</sup> 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 corrugated 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.<sup>25</sup>

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.<sup>26</sup>

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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.

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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.

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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. 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.<sup>12</sup> The creek flows 40 miles through Miller County with a drop of 7.5 feet per mile.<sup>13</sup> 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.<sup>14</sup>

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.<sup>15</sup> Dr. Eddy and Dice worked together and independently to construct 11 more suspension bridges in Benton County between the years 1894 and 1925.<sup>16</sup> 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.<sup>17</sup> 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.<sup>18</sup> 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.<sup>19</sup>

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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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 maintenance 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.

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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.

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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  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

<b>FOR NPS USE ONLY</b>	
RECEIVED	JAN 15 1979
DATE ENTERED	MAR 19 1979

BOECKMAN BRIDGE

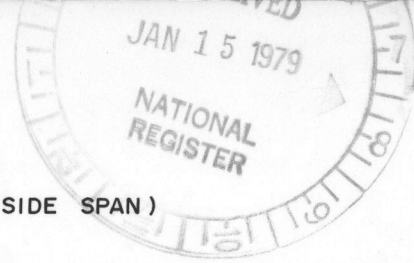
CONTINUATION SHEET

ITEM NUMBER 10 PAGE 1

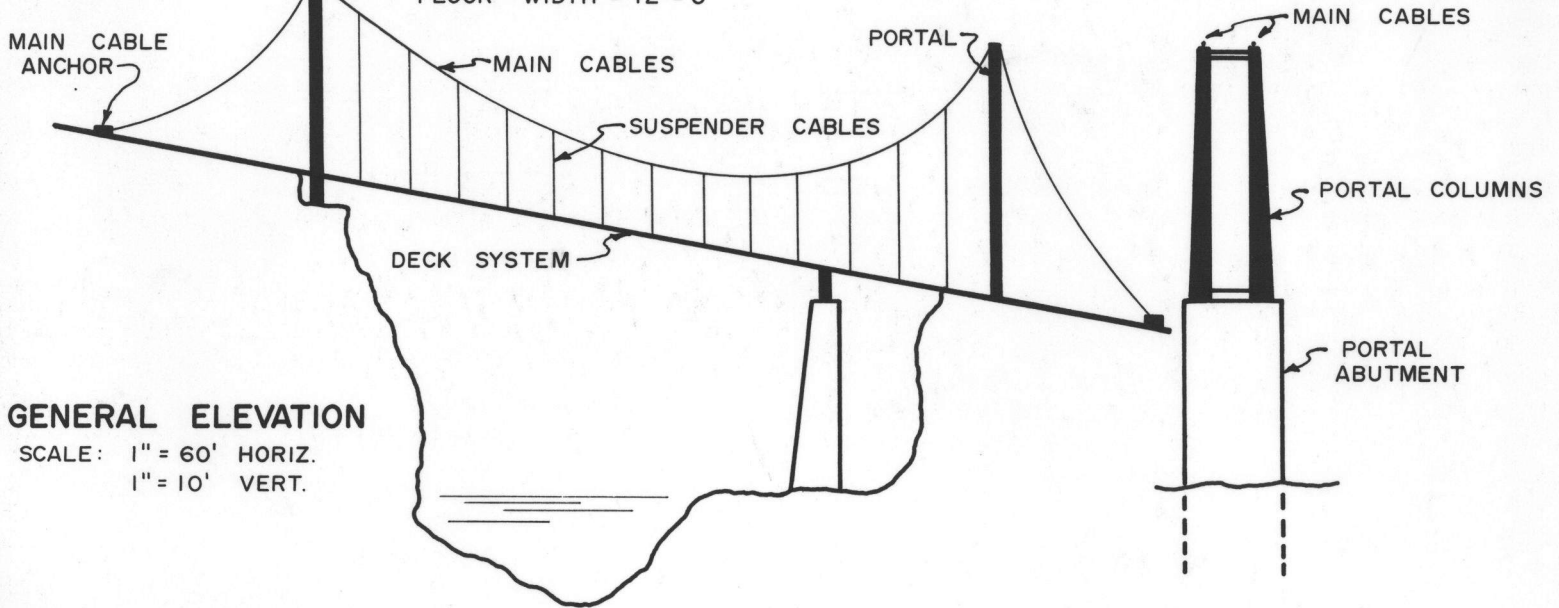
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a northwest/southeast axis and centered on UTM coordinate 15/566547/4231001.

# BOECKMAN BRIDGE MILLER COUNTY, MISSOURI

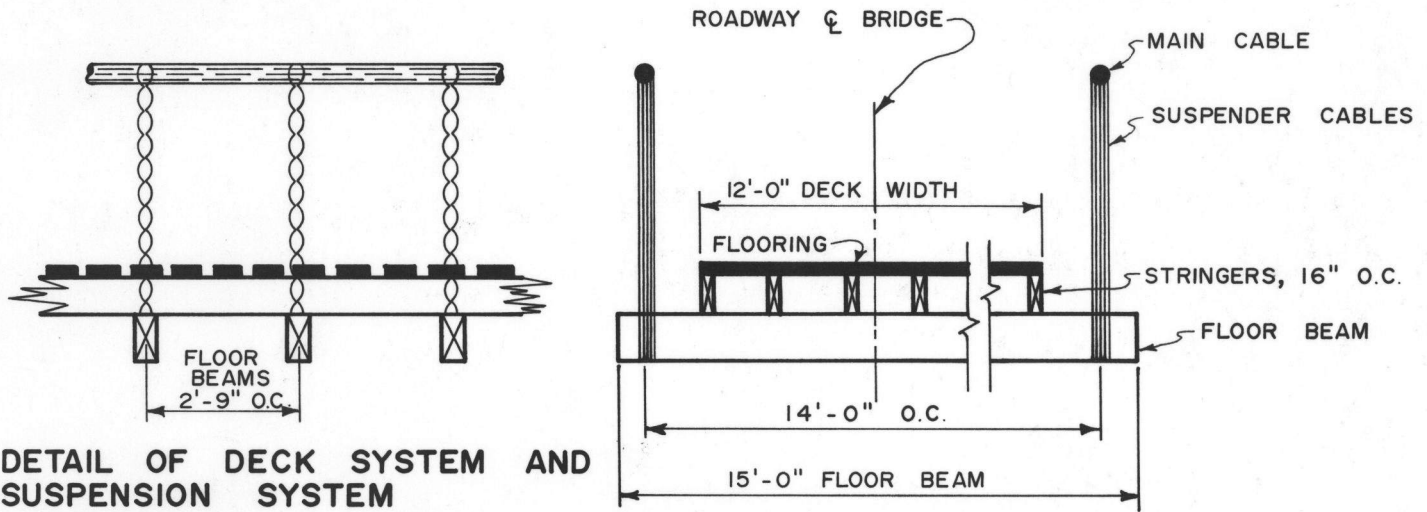


OPEN SPAN - 188' (153' MAIN SPAN, 30' SIDE SPAN)  
 VERTICAL CLEARANCE - 12'-0"  
 FLOOR WIDTH - 12'-0"

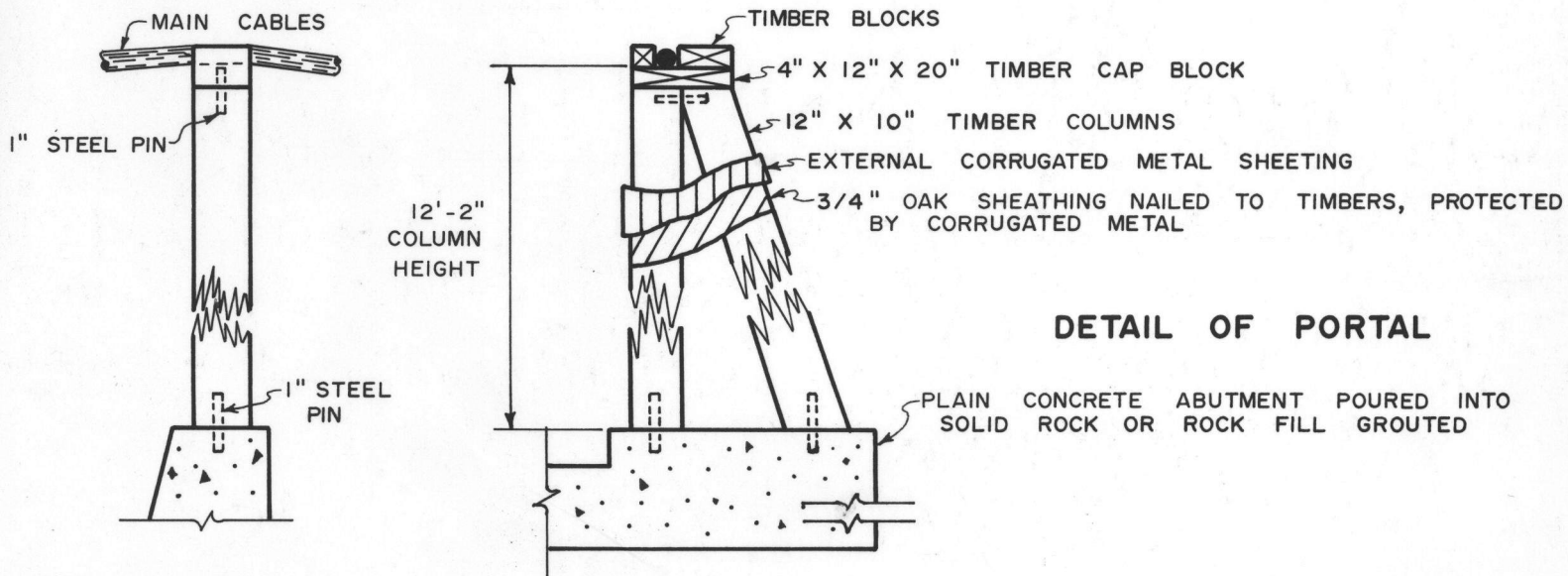


## GENERAL ELEVATION

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



## DETAIL OF DECK SYSTEM AND SUSPENSION SYSTEM



## DETAIL OF PORTAL

Property Boeckman Bridge

79001382

State Mo.

Working Number 1, 15. 79. 107

**TECHNICAL**

Photos 8

Maps 1

**CONTROL**

pl  
OK 1.17.79

*Unaltered example of suspension bridge commonly found in Miller Co, Mo. As this Co. has more suspension bridges than any other in State it is a good example of early county transportation development. To HAER.*

**HISTORIAN**

accept  
B. Frank  
3/1/79

*Temporarily but concern. locally significant example of a suspension bridge.*

**ARCHITECTURAL HISTORIAN**

accept  
Brabham  
3.14.79

**ARCHEOLOGIST**

**OTHER**

*structure is of local significance in a technological context - it is essentially an example of folk design. ~~an~~ an adequate #8*

**HAER**

Inventory \_\_\_\_\_

Review 3/6/79

Accept

Don Jackson

*I will go along with HAER that a 1926 suspension bridge has local significance as vernacular design.*

**REVIEW UNIT CHIEF**

accept  
Lebovich  
3/15/79

**BRANCH CHIEF**

**KEEPER**

National Register Write-up

4-3-79

Send-back \_\_\_\_\_

Re-submit \_\_\_\_\_

Entered MAR 19 1979

Federal Register Entry



BOECKMAN BRIDGE

MAR 19 1979 #1

St. Elizabeth, Mo.

Photographer: Tom Chesser

*Miller Co.*

July 1978

Lake of the Ozarks Council of Local  
Governments

P.O. Box 786

Camdenton, Mo. 65020

JAN 15 1979

Looking north from the Big Tavern Creek bed



WEIGHT  
LIMIT  
2  
TONS

BOECKMAN BRIDGE  
St. Elizabeth, Mo.  
Photographer: Tom Chesser  
July 1978

MAR 19 1979 #2

*Moller Co.*

Lake of the Ozarks Council of Local  
Governments  
P.O. Box 786  
Camdenton, Mo. 65020

JAN 15 1979

Looking southeast from road bed



BOECKMAN BRIDGE

#3

St. Elizabeth, Mo.

MAR 19 1979

Photographer: Tom Chesser

July 1978

*Mollen Co*

Lake of the Ozarks Council of Local  
Governments

P.O. Box 786

Camdenton, Mo. 65020

JAN 15 1979

Looking southeast from center of bridge



BOECKMAN BRIDGE

MAR 19 1979 #4

St. Elizabeth, Mo.

Photographer: Tom Chesser  
July 1978

*Miller Co.*

Lake of the Ozarks Council of Local  
Governments

P.O. Box 786

Camdenton, Mo. 65020

JAN 15 1979

Looking up from creek bed



BOECKMAN BRIDGE

MAR 19 1979 #5

St. Elizabeth, Mo.

Photographer: Tom Chesser  
July 1978

*Moller Co.*

Lake of the Ozarks Council of Local  
Governments

P.O. Box 786  
Camdenton, Mo. 65020

JAN 15 1979

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



BOECKMAN BRIDGE

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

MAR 19 1979 #6

MILLER CO.

JAN 15 1979



BOECKMAN BRIDGE

MAR 19 1979

#7

St. Elizabeth, Mo.

Photographer: Tom Chesser  
July 1978

*Miller Co.*

Lake of the Ozarks Council of Local  
Governments

P.O. Box 786  
Camdenton, Mo. 65020

JAN 15 1979

Northwest abutment, tower base and detail of  
fieldstone road grade



BOECKMAN BRIDGE

MAR 19 1979 #8

St. Elizabeth, Mo.

Photographer: Tom Chesser

*Miller Co.*

July 1978

Lake of the Ozarks Council of Local  
Governments

*#1078*

P.O. Box 786

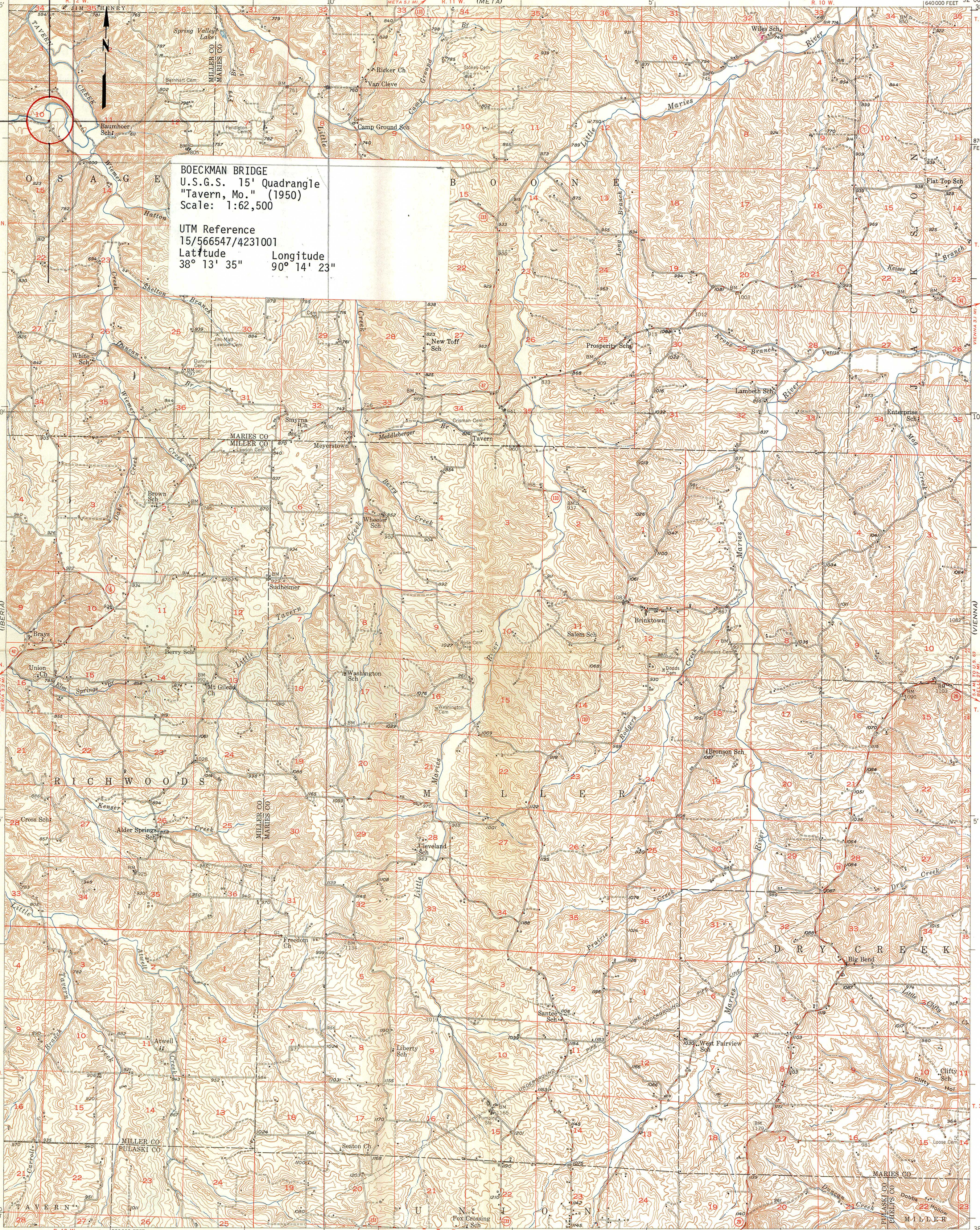
Camdenton, Mo. 65020

JAN 15 1979

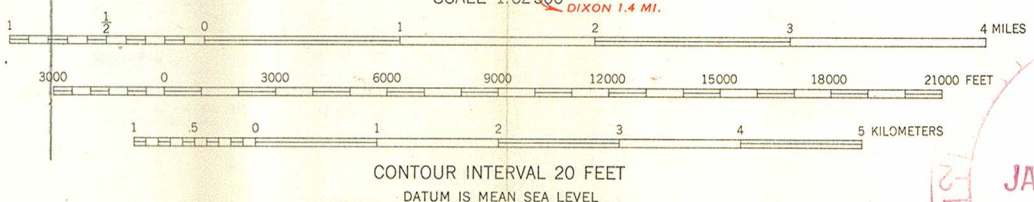
One of the four anchorages

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

UTM Reference  
 15/566547/4231001  
 Latitude 38° 13' 35" Longitude 90° 14' 23"



Mapped, edited, and published by the Geological Survey  
 Control by USGS and US&GS  
 Topography from aerial photographs by multiplex methods  
 Aerial photographs taken 1945 Field check 1948  
 Polyconic projection. 1927 North American datum  
 10,000-foot grid based on Missouri coordinate system,  
 central zone



CONTOUR INTERVAL 20 FEET  
 DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
 FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO OR WASHINGTON 25, D. C.



ROAD CLASSIFICATION

Heavy-duty ——— 4 LANE IS LANE	DRY WEATHER ROADS
Medium-duty ——— 4 LANE IS LANE	Improved dirt .....
Loose-surface, graded, or narrow hard-surface - - - -	Unimproved dirt .....
U. S. Route (square symbol)	State Route (circle symbol)

TAVERN, MO.  
 N 3800-W 9200/15  
 EDITION OF 1950



A-95 PROJECT NOTIFICATION AND REVIEW SYSTEM  
(REVIEW ACTION REPORT)

LAKE OF THE OZARKS COUNCIL OF  
LOCAL GOVERNMENTS

P.O. Box 786  
Camdenton, Mo. 65020

FOR LOCLG USE ONLY	
LOCLG Project	
Review No.	79-20
Date Received	9-28-78
Date Reviewed	11-9-78
Date Notice Sent	11-14-78

1. APPLICANT Department of Natural Resources, Office of Historic Preservation  
ADDRESS PO Box 176, Jefferson City, Mo. 65102

2. PROJECT DESCRIPTION:

Boeckman Bridge National Register Nomination Study: to study worthy historical/architectural site for nomination to the National Register of Historic Places, a program of recognizing the nation's historic sites. The study was requested by local citizens and/or interested professionals and will require one month of staff time (1) prepare the necessary National Register Inventory-Nomination Form.

3. REVIEW ACTION:

- |  |   |
|--|---|
| <input type="checkbox"/> Forwarded With No Action Taken                  | <input type="checkbox"/> Unfavorable Action-No Further Comments |
| <input type="checkbox"/> Tabled For Later Action                         | <input type="checkbox"/> Favorable Action With Comments         |
| <input checked="" type="checkbox"/> Favorable Action-No Further Comments | <input type="checkbox"/> Unfavorable Action With Comments       |

OTHER COMMENTS:

The Executive Committee of this Council acts as the A-95 Review Board; any unfavorable review by this group may be appealed to the Full Commission, if applicant requests such appeal, in writing within 10 days after receiving this review report.

Jean Langhli  
BY

November 14, 1978  
DATE



January 9, 1979



MISSOURI DEPARTMENT OF NATURAL RESOURCES

P.O. Box 176 Jefferson City, Missouri 65102 (314) 751-4422

Dr. William J. Murtagh  
Keeper of the National Register  
Department of the Interior  
Heritage Conservation & Recreation Service  
440 G. Street, N.W.  
Washington, D. C. 20243

Dear Bill:

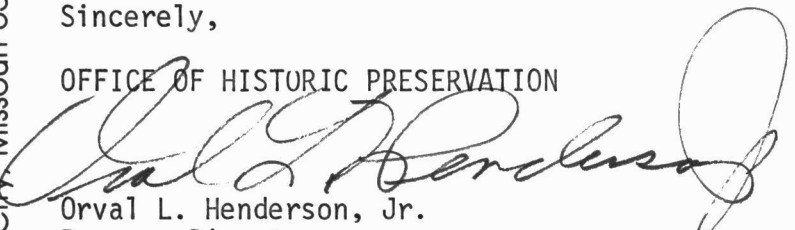
Please find enclosed three (3) completed National Register Inventory-Nomination Forms for:

ST. PATRICK'S CHURCH (OLD)  
PAYNE-GENTRY HOUSE  
BOECKMAN BRIDGE

and related data approved by Missouri's review board, the Missouri Advisory Council on Historic Preservation. These forms are signed by Fred A. Lafser, State Historic Preservation Officer, and these sites are thereby formally nominated to the National Register of Historic Places.

Sincerely,

OFFICE OF HISTORIC PRESERVATION

  
Orval L. Henderson, Jr.  
Program Director

OLH:jk

Enclosures: as stated

cc: Milton Perry

Joseph P. Teasdale Governor  
Fred A. Lafser Director

ENTRIES IN THE NATIONAL REGISTER

STATE MISSOURI

Date Entered **MAR 19 1979**

<u>Name</u>	<u>Location</u>
<b>Boeckman Bridge</b>	<b>St. Elizabeth vicinity Miller County</b>

Also Notified

Honorable John C. Danforth

Honorable Thomas F. Eagleton  
Honorable Richard H. Ichord

State Historic Preservation Officer  
Mr. Fred A. Lafser  
State Department of Natural Resources  
1001 SW. Blvd.  
P.O. Box 176  
Jefferson City, Missouri 65101

NR Byers/bjr 3/20/79

For further information, please call the National Register at (202)343-6401.

# NATIONAL REGISTER DATA SHEET

① NAME as it appears on federal register: **Boeckman, Bridge**      ② OTHER NAMES: \_\_\_\_\_      ③ date of entry: **MAR 19 1979**      ④ county code: **131**

⑤ LOCATION street & number: **SE of St. Elizabeth over Big Tavern Creek**      city / town: **St. Elizabeth**      vicinity of: \_\_\_\_\_      state: **MO**      county: **Miller**      ⑥ NPS REGION: **Mid Continent**

⑦ OWNER  PRIVATE  STATE  MUNICIPAL  COUNTY  MULTIPLE  FEDERAL (agency name) \_\_\_\_\_      ⑧ ADMINISTRATOR: \_\_\_\_\_

⑨ EXISTING SURVEYS  HABS  HAER  NHL      ⑩ FUNDED?  YES  NO      ⑪ CONGRESS. DISTRICT: **8**      ⑫ SOURCE of NOMINATION  STATE  FEDERAL \_\_\_\_\_

⑬ WITHIN NATIONAL REGISTER HISTORIC DISTRICT?  YES, NAME \_\_\_\_\_  NO      ⑭ WITHIN NATIONAL HISTORIC LANDMARK?  YES, NAME \_\_\_\_\_  NO      ⑮ ACREAGE \_\_\_\_\_  
 LOCAL       PRIVATE ORGANIZATION

⑯ CONDITION  deteriorated     altered     original site    ⑰ features:     SUBSTANTIALLY INTACT-1     SUBSTANTIALLY INTACT-2     SUBSTANTIALLY INTACT-3  
 excellent     ruins     unaltered     moved    INTERIOR  NOT INTACT-0    EXTERIOR  NOT INTACT-0  
 good     unexposed     reconstructed     unknown     UNKNOWN-4     UNKNOWN-5     UNKNOWN-6  
 fair     unexcavated     excavated     NOT APPLICABLE-7     NOT APPLICABLE-8     NOT APPLICABLE-9  
ENVIRONS  NOT INTACT-0

⑱ ACCESS  YES-Restricted     YES-Unrestricted     No Access     Unknown    ⑲ ADAPTIVE USE  YES  NO    ⑳ SAVED?  YES    IS PROPERTY A HISTORIC DISTRICT?  yes  no

㉑ AREAS OF SIGNIFICANCE :       ENGINEERING-11     LANDSCAPE ARCH.-15     POLITICS / GOVT.-21     RECREATION-28  
 ARCHEOLOGY-prehistoric-2     COMMERCE-6     ENTERTAINMENT-26     LAW-16     RELIGION-22     SETTLEMENT-29  
 ARCHEOLOGY-historic-1     COMMUNICATIONS-7     EXPLORATION-12     LITERATURE-17     SCIENCE-23     URBAN PLANNING-31  
 AGRICULTURE-3     CONSERVATION-8     HEALTH-27     MILITARY-18     SOCIAL/HUMANITARIAN-24     OTHER (SPECIFY) \_\_\_\_\_  
 ARCHITECTURE-4     ECONOMICS-9     INDUSTRY-13     MUSIC-19     SOCIAL / CULTURAL-30  
 ART-5     EDUCATION-10     INVENTION-14     PHILOSOPHY-20     TRANSPORTATION-25  
㉒ CLAIMS: explain  
'first'   
'oldest'   
'only'

㉓ functions WHEN HISTORICALLY SIGNIFICANT: \_\_\_\_\_ CURRENTLY: \_\_\_\_\_      ㉔ dates of initial construction: \_\_\_\_\_ major alterations: \_\_\_\_\_ historic events: \_\_\_\_\_      ㉕ ETHNIC GROUP ASSOCIATION \_\_\_\_\_

㉖ architectural style(s): \_\_\_\_\_      ㉗ architect: \_\_\_\_\_      ㉘ master builder: \_\_\_\_\_      ㉙ engineer: \_\_\_\_\_

㉚ landscape architect / garden designer: \_\_\_\_\_      ㉛ interior decorator: \_\_\_\_\_      ㉜ artist: \_\_\_\_\_      ㉝ artisan: \_\_\_\_\_      ㉞ builder/contractor: \_\_\_\_\_

㉟ NAMES give role & date  
PERSONAL: \_\_\_\_\_  
EVENTS: \_\_\_\_\_  
INSTITUTIONAL: \_\_\_\_\_

㊱ NATIONAL REGISTER WRITE-UP