

DOWNLOAD PDF CONSTRUCTION OF A BRIDGE OVER THE OSAGE RIVER AT WARSAW, MO.

Chapter 1 : Warsaw, Missouri City Government! | Official Website

- *Significance: Middle Bridge is one of the remaining seven suspension bridges built across the Osage River during the late nineteenth and early twentieth century period. It is one of only twelve such structures remaining in the state of Missouri. Middle Bridge was built and probably designed by J.S.*

Bledsoe and Ira Alspach, who also built the suspension bridge at Monegaw Springs. The bridge went down as Mr. Bledsoe and others were working to repair it. Bledsoe, who had designed and built the structure almost 30 years before, died on his bridge. Two workmen and a bystander were killed. Lloyd Allen Snyder, 8 years old was last seen in the center of the fallen structure and was believed to have drowned. Three workmen were injured critically. All were either on or near the cribbing when it slipped. *Clair Democrat*, June 27, , carried on page 1 a much more detailed account of the event: The article identifies the others who died as two workers and two boys who had been watching them. More photos and comments are also posted on [bridgehunter](#). Three others were injured. The dead were E. Bledsoe, who had charge of the repairing of the bridge, Claude Terry, 45, a workman, Robert Shaw, 18, another workman, George T. Randall, 16, a bystander and Lloyd Allen Snyder, 12, who fell in the river when the bridge collapsed. The injured were Lowell Smith, in the Appleton City hospital whose condition is reported as still critical, Edy Snyder in the Clinton hospital where his condition appears to be somewhat improved and Wayne Snyder a bystander who suffered a broken arm. The cause of the collapse of the cribbing probably never will be known. It was one of those accidents that occur even when the best of care and precaution is taken. The heavy timber that had been used to build up around the old piers were strewn about like so many match sticks, and it was these timbers that caught the workmen with crushing force. It is said that he climbed up on the cribbing to investigate. Just then the whole thing gave away. Bledsoe was crushed in the falling debris, and the fact his watch was stopped at 3: All of the dead and injured were recovered shortly after the accident and removed from the wreckage with the exception of young Lloyd Allen Snyder. His body was not recovered until Monday evening when Bert Milam of Warsaw discovered the body floating down the river along with lumber and wreckage from the bridge. The distance from the scene of the accident to the point where the body was found is estimated to be about sixty-five miles. Homer Gerster, who immediately sent O. Bledsoe and Ira Alspach. It is one of the quirks of fate that the bridge should claim the life of one of its builders while in the process of repairing the structure to strengthen it. The old wooden piers that had been erected at the time the structure was built had become dangerous for traffic and it had been the plan to replace these piers with steel beams that would support the cables and the heavy weight of traffic upon the structure. For the past years the bridge had been condemned and not more than one car was allowed on the structure at a time, for fear that it might collapse. The wooden cribbing was used around the old piers to enable the workmen to jack up the cables and get them slightly to one side, the after the wooden structures were removed the steel beam was inserted in place and the cable then lowered into position. It is believed that one of the jacks used in raising the cables had given away allowing the cable to fall back onto the cribbing before the workmen were ready to lower it into position. This threw the weight of the entire bridge structure suddenly upon the heavy timbers, around the piers and the cribbing crumbled under the impact. What is to be done about the bridge is not yet known. The county court will hold its regular meeting next week, at which time, no doubt it will be determined what is to be done about the old structure and whether a new one will be erected to replace it or not. A replacement suspension bridge was built. It was just as scary to drive over with the slats rattling under your tires, but it never fell in on its own. That bridge was replaced by a modern concrete and girder bridge when Truman Dam was built.

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Chapter 2 : Osage River Bridge | Benesch

Facts Overview Lost through truss bridge over Osage River on MO 7 (formerly MO 35) west of Warsaw Location Benton County, Missouri Status Removed History Built ; replaced in the s by a new bridge with the creation of Truman Reservoir.

Along the way, he was said to have killed a man in Baldwin, Missouri. Jones, allegedly after robbing him. He fled the city, but was diligently tracked by Benton County lawmen. He was soon overtaken and killed in Vernon County, Missouri. Though the murderer was no longer a concern for area citizens, violence would continue in the county, as Missouri was enmeshed in the Civil War. Despite the fact that Missouri was actively a slave-holding state, it would not succeed from the Union, creating a great deal of conflict within its own borders. On April 23rd, , a crowd of citizens raised a rebel flag on the east side of the courthouse lawn. However, two months later, the State of Missouri would join the conflict on the side of the Union. Made up of a number of Missourians primarily German descent, they would see combat just six days later at the Battle of Cole Camp. The battle resulted in a Confederate victory, with some 34 Union soldiers killed, another 60 wounded, and 25 made prisoners. The Benton County Home Guards officially lasted for only 90 days, after which its members either returned home or joined other regiments. Fremont But, for Warsaw , the worst was yet to come. A few months later, in April, there were a number of nearby skirmishes, as well as more fighting in Warsaw that October. War-torn and bitter, Warsaw residents would survive and rebuild. Navigation and trading on the Osage River returned and merchants once again began to prosper. In , Warsaw reported a population of about , two churches, a hotel, a school, a bank, 15 retail establishments, two newspapers, a flour mill, and a sawmill. The first train arrived in Warsaw from Sedalia in November, , which ceased the need for Riverboat traffic on the Osage River. Wright was the last steamer to work on the Osage River. After its years of usefulness were over, it eventually sank during a winter ice storm. Benton County, Missouri Courthouse In , the Benton County Courthouse was found to have severe foundation problems and was ordered condemned. By the turn of the century, automobiles were quickly replacing horses and buggies, and there was a need for new bridges. The first suspension bridge in the Lake Area was built in Warsaw in , devised and financed by D. Eddy, a Warsaw physician with an interest in bridge design. To offset the financing costs, a toll was charged to cross the bridge. Over the years, the bridge would suffer a number of tragedies, beginning with a collapse in March, , under the weight of a stampeding cattle herd. A replacement suspension bridge was built in , but was condemned due to flooding in . It was repaired and reopened in , only to close once again in , also due to flooding. Condemned once again, the bridge stood silent until , when it was demolished. Warsaw Swinging Bridge today Another suspension bridge was built in Warsaw just two years after the first one. Also referred to as the Hackberry Bridge or the Lower Bridge. It; however, was destroyed by fire in and never rebuilt. When opened, it too was a toll bridge. However, in June, , it was destroyed by a tornado. Referred to as the Upper Bridge, the foot pathway across the river continued to serve automotive traffic until , at which time it was closed to vehicles. Listed on the National Register of Historic Places, the bridge now serves pedestrians. Two years later, the dam was completed in April, . The lake that formed was at first referred to as Osage Reservoir or Lake Osage, but everyone always called it the Lake of the Ozarks. At the time of construction, it was one of the largest man-made lakes in the world and the largest in the United States. Today, it has a surface area of some 55, acres, over 1, miles of shoreline, and its main channel stretches 92 miles from end to end. Unlike flood-control lakes constructed by the Corps of Engineers, the vast majority of the shoreline is privately owned. Located at the headwaters of the lake of the Ozarks, the Warsaw area began to develop resorts and businesses along the shoreline of the channel. Warsaw, as a resort destination, increased when the Harry S. Truman Dam and Reservoir was completed in . Developed by the U.

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Chapter 3 : Upper Bridge (Warsaw, Missouri) - Wikipedia

constructed a wire suspension bridge across the Osage River at Warsaw, and after several stockholders visited this bridge, the Tuscumbia Bridge Company voted to hire Dice to build a similar structure in Tuscumbia. 9 On April 5, , a load of wire weighing over.

Documents Drake Harbor visitors attending Jubilee Days Several species of Hawks can be observed all around the area. See how many you can spot while out and about. Summer time blooms at Drake Harbor Enjoy bird watching year around. From Red Cardinals to Bald Eagles The Osage Amphitheater sits on the riverfront at Drake Harbor. This area is host to Jubilee Days and Heritage Days and is available for public rental. With the growing Bald Eagle population here, you are sure to see these beautiful birds of prey around the Warsaw area. Eagles develop the white head and tail at approx. Built in , the Community Building once had a roller rink and a gun stock mfg. The History of the courthouse started back in Go back in time and look up the history. Truman Dam primary mission is flood control, but it also serves as power generation, recreation and wildlife management. The Visitor Center high on Kaysigner Bluff. Stay cool at the Pool. The Jail House building built in was called "Mechanics Bank". Closed during the Civil War it was remodeled into a jail and is still the jail today. Built from , managed by the U. Army Corp of Engineers. The area is approx. Bring the boat and family to have great time. Fall sunset overlooking the Truman Lake Dam Can you locate this awesome view? Blue Heron along the river bank at Lay Park boat launch area. A fun and educational experience for the whole family. Suspension Bridge built in on the east edge of town. The bridge spans over the Osage River and now is a favorite for hikers and bicyclist. Looking out from inside the Visitor Center Come check it out!

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Chapter 4 : Warsaw Missouri – Damming the Osage

Facts Overview Swinging bridge over Osage River on MO 7 (formerly Route A) in Warsaw Location Benton County, Missouri Status Open to pedestrians only History Built by Joseph Dice; closed to traffic in ; rehabilitated

It was named for the first boat to ascend the Osage. The voyage of the North St. Louis began in St. Louis in July of but was interrupted when the steamer grounded on the gravel bar that bears its name. Thus began the century-long adventure of steamboating on the Osage River. Recreational boaters on the Osage can attest to the unpredictability of this stream whose water level can fluctuate as much as two feet up or down in the course of a single afternoon. Despite the obstacles, many Missourians find boating on the Osage irresistible. Forested bluffs line the winding stream, and gravel bars along the clear waters provide an ideal location for picnicking and swimming. Nevertheless, all along the river one can see reminders of days gone by when the commercial steamboat industry was thriving. The demand for goods and markets brought nineteenth century residents of the Osage valley together with the shared mission of opening the channel for navigation. Nearly a century of political debate and the investment of more than 1. The Osage River, named for the Indian tribe inhabiting the region when white settlers arrived, is the largest tributary of the Missouri River in the state. It originates in eastern Kansas and empties into the Missouri 12 miles below Jefferson City. It flows easterly through the state for over miles and borders or crosses through the counties of Bates, Vernon, St. The steamboat Adventure had better luck than its forerunner, the North St. It ascended the Osage in the spring of , ran a distance of miles upstream, and returned to St. Louis with little difficulty. This venture offered hope for commercial navigation, but for the Osage River to provide a reliable transportation route, navigational improvements were essential. Business leaders in the river valley began pressing their representatives in the Missouri House and Senate to take up the issue. In February , the first attempt was made to secure state funding for improvements to the Osage River, but the proposed bill was rejected by the State legislature. During the same legislative session, however, the Board of Internal Improvements was established by an Act of the Missouri General Assembly on February 11, Its mission was to identify needs for deepening the channel, clearing the bed and shores of obstructions, and erecting lock and dam systems for creating slack-water navigation. According to the only report of this board issued on December 20, , 25 shoals and rapids were counted in the mile stretch between Osceola and Warsaw, 30 in the mile distance from Warsaw to the mouth of the Niangua, and 43 from there to the mouth of the Osage miles downstream. These hazards were usually adjacent to islands where the channel narrowed and the water level dropped to less than one foot in dry seasons. The most economical method of improvement, as described by a civil engineer familiar with the Osage, was the construction of wing dams and training walls. Wing dams of brush and rock projecting from the bank at an angle from the head of an island gave the river a gradual turn toward the opposite bank and thereby encouraged a deeper channel. Those rapids not divided by islands resulted from an extreme widening of the river with the usual quantity of water being distributed over a greater expanse of lesser depth. Such structures, according to proposed specifications, needed to be large enough to ensure a minimum depth in the channel of four feet for seven months out of the year. The challenge of navigating during the dry summer months and icy winter months was considered insurmountable. Local political activity in the Osage valley reflected a strong emphasis on improving the river for navigation. Residents of Warsaw in Benton County held a meeting on August 22, for the purpose of selecting a Democratic candidate to fill a vacancy in the State Senate. They resolved that Thomas H. Harvey would be the choice from that district "provided he is in favor of an appropriation being made by the State for the improvement of the navigation of the Osage River. Throughout the Osage valley petition drives were underway, with several signed documents being presented to the legislature in November of At the urging of proponents in the House, these petitions were referred to a Select Committee rather than the Internal Improvement Committee, so that the members "might throw every possible light on the subject which thorough friendly examination might enable them to obtain. The matter of

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improving the Osage River for navigation seemed to be gaining support, but optimism soon gave way to discouragement and frustration. The state had few resources to fund the recommended programs, and the General Assembly abolished the Board of Internal Improvements on February 15, Later that year, Congress granted , acres of land within the Missouri borders to the state with which to generate revenue for internal improvements. Meanwhile, agitation for improvements to the Osage continued. According to an report of the House Standing Committee on Internal Improvements, the Osage valley required improvements for navigation to develop a promising mining industry. The committee reported that "numerous deposits of mineral wealth and extensive veins of the richest coal fringe the margins of the Osage. Subsequent measures to fund the improvements, however, failed to pass during that legislative session. Distraught citizens in the Osage River valley held a convention in Warsaw on September 9, in response to the failure of the House to pass the appropriation bill. Delegates from 13 counties attended the meeting. Even Springfield was represented since southwest Missouri markets could connect with shipping routes through Osceola and Roscoe. The intent was primarily to garner support for pressing the General Assembly to allocate funds from land sales. Additionally, organizers addressed various misconceptions people had regarding the proposed work on the river. Hudson refuted the far-fetched claim that "if the bars should be removed from the river, the water would all run out and leave the farm stock to perish of thirst. They also decided that 5, copies of the address would be printed and distributed, and that each member of the Convention would contribute money to defray the expenses of printing. Citizens of the valley were called on to furnish to the Legislature and other interested parties "all the information in their power" to support an appropriation. A resolution to "support no man for Governor, Lt. Governor, member of Congress, or member of the General Assembly of the State of Missouri who will not pledge himself to do all in his power for the improvement of the Osage river" aroused strong opposition from three counties. Jefferson City delegates from Cole County insisted that this restrictive measure was undemocratic. The resolution passed, never the less, after spirited debate. Furthermore, the members of the convention pledged themselves to "use all honorable means in their power to advance and carry out the contemplated objective. Politicians generally agreed that the land sale funds should be used to improve waterways, but the manner in which this would be done was contested for four years. Despite strong initiatives to secure funding for specific improvement projects, the General Assembly opted for a compromise. An Act of the General Assembly on March 27, approved a provision that the revenue generated from the sale of the land be distributed equally among the counties of the state for use on internal improvements as each deemed appropriate. Failing to specifically authorize funding for improvements to the Osage, the state legislature in authorized a bill, one first introduced in but "laid upon the table," to establish the Osage River Association. The bill gave its board of directors, representing the dominant interested parties, authority to raise funds from individual counties willing to invest in improvements. Their charge was "To make navigable and improve navigation of the Osage River from the mouth through Harmony Mission in the County of Bates. Some counties apparently refrained from investing funds in a project that they thought could potentially benefit other counties more than their own. The river was divided into five districts from the mouth to Papinsville in Bates County with simultaneous improvements targeted for each. Work began on all five: Funds were inadequate and the overall benefits somewhat limited by not starting at the mouth and working upstream. By , it was obvious these were only temporary measures and that a system of locks and dams was needed to maintain slack water over shoals. Cole County was actively engaged in the struggle to establish a railroad hub in St. Louis amid competition from Chicago and Memphis. Though local newspapers encouraged investment in improvements to the Osage to increase trade through the county from the southwest, Jefferson City merchants and developers resisted. They were concerned that the Osage trade might divert local markets to St. Louis and that improved waterways could be perceived as competition to the development of railroads. The prodigious Senator from Missouri, Thomas Hart Benton, was also skeptical about the coexistence of railroads and navigation. He eventually jumped on the bandwagon and supported efforts to bring the railroad through his home state, but for years he had opposed the idea, favoring instead his scheme to develop waterways to create

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a "North American Road to India. The rivers Columbia, Missouri, and Ohio form this line and open a channel to Asia, short, direct, safe, cheap, and exclusively American, which invites the enterprise of American citizens, and promises to them a splendid participation in the commerce of the East. The media quickly recognized his tactics and seized the opportunity to expose his suspected hypocrisy. A commentary in the Western Journal in September of reported: It was gratifying to all the friends of this great measure to find that Colonel Benton, who had so long cherished his original scheme of for navigation of the Missouri and Columbia rivers; and who had as late as the session of elaborately and ably defended that scheme in his place in the Senate; had at last reconciled it to his feelings to unite with those friends of a Pacific railroad who had pressed the matter upon public consideration for the last fifteen years. Louis, and crews began laying track eastward. It bridged the Osage River at its mouth and reached Jefferson City late in Fearing competition with steamboats, the railroad was located away from the Missouri River west of Jefferson City. However, the Pacific Railroad operated its own fleet of 12 steamboats connecting with the trains at Jefferson City to transport passengers and freight on up the Missouri River to Kansas City and beyond. Passengers could step from the train to a waiting steamboat, completing the journey from St. Louis to Kansas City in just 50 hours. Osage City, on the western bank where the bridge crossed, served as a transfer point for shipments of goods and passenger service. Steamboats linked both to railroads and Missouri River traffic from a single vantage point. Navigation was still unreliable, but communities along the Osage River intended to further capitalize on this profitable trade. The development of railroads and navigation was interrelated in other ways, as well. The counties forming the Osage River Association assigned their rights to the state. The legislature divided the river into three districts and appropriated the funds to each District Commissioner. With this funding and systematic approach, efforts were increased in dredging, snagging, and constructing rock wing dams and training walls to back water up over the shoals. As a result, Navigation increased substantially, and by , twelve steamboats were operating exclusively on the Osage River between the mouth and Osceola miles upstream. Because of the shoals and tight bends in the river, Osage River steamboats were necessarily smaller and had shallower drafts than the steamboats operating on the Missouri River. Some plied all the way to St. Louis and back, and others transferred shipments to and from larger Missouri River boats at the mouth of the Osage. Tutt , Flora Jones , T. Crawford , Maid of Osage , and the Mansfield. Both the Wave and Alliance sank in the treacherous waters, and several other boats suffered severe damage. Cargo records document the shipment of such commodities as venison hams, deerskins, otter furs, lumber products, hemp, pork, and produce mainly to markets in St. Upstream commodities included salt, groceries, nails, and iron.

Chapter 5 : Warsaw, Missouri – Rich History on the Osage River – Page 2 – Legends of America

The first train arrived in Warsaw from Sedalia in November, , which ceased the need for Riverboat traffic on the Osage River. The Homer C. Wright was the last steamer to work on the Osage River. After its years of usefulness were over, it eventually sank during a winter ice storm.

Chapter 6 : Osage River - Wikipedia

The Joe Dice Swinging Bridge was one of three "Swingers" used in the Warsaw area. Originally referred to as the Upper Bridge, it was built in In , the bridge was destroyed by a tornado, and then rebuilt in

Chapter 7 : Projects | St. Louis Bridge Construction

Middle Bridge was built and probably designed by J.S. Kidwell and C.F. Bibb, contractors from Warsaw, Missouri. The bridge is significant for the level of sophistication in design and construction achieved by these local builders.

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Chapter 8 : Joe Dice Swinging Bridge | Warsaw, Missouri City Government!

This is a list of all 10 bridges from the suspension bridge inventory crossing Osage calendrierdelascience.com note that different rivers with the same name will be grouped together.

Chapter 9 : Bridgemeister - Suspension Bridges crossing Osage River

More - much more - on that in The Osage River. calendrierdelascience.comssionally authorized, and Corps of Engineers-built, Truman is an interesting contrast to the first major dam/lake project on the Osage River. Bagnell, a privately funded and operated dam/reservoir was slow to develop, but its shoreline is now crammed with marinas, condo developments.