

# News

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## Cross a Swinging Bridge Step back in time and enjoy a summer's day

### Day trippin' around the lake

By Norine Albers  
Lake Sun history correspondent

**LAKE OF THE OZARKS** - To step back in time and enjoy a summer's day, travel Swinging Bridges Road. The road connects Route 42 in Miller County, west of Brumley, and State Road A in Camden County that leads to Highway 54 in Linn Creek.

To find wildlife, a good fishing hole, abundant natural scenery, or a peaceful place for a picnic... this is the roadway to follow. This one-of-a-kind rural road will fill the day with serendipities. The bridges are (for the most part) surrounded by Missouri State Park woodlands. Primitive and equestrian campsites are nearby.

The road is best known for hosting two historic swinging bridges that were built in 1931. Small streams became much larger as water filled the Lake of the

Ozarks due to the construction of Bagnell Dam. Union Electric commissioned these two bridges to be built by Joseph Dice of Warsaw, Mo.

The larger Auglaize Bridge has a span of four hundred feet of clattering wood planks to cross over the Grand Glaize Creek. The smaller Mill Creek Bridge has a span of steel planks over Mill Creek of 125 feet.

Joe Dice built over thirty bridges in central Missouri. Historical data agree in regard to his method of



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**A hazy view of the Auglaize Bridge** over the Grand Glaize Creek. Built in 1931, there are 400 feet of clattering wood planks across the bridge.

bridge building. Mr. Dice first learned about bridge construction in 1895 when he worked on the Stockton Bridge. All of his bridges were fourteen feet wide and were made of wood, wire, and steel.

He never used a blueprint. His unique technique was to use twine to determine

the distance and shape of a bridge. The tools of his trade consisted of men, mules, horses, and a stump puller. Local lumber and creek gravel were used to mix cement.

It is said that Joe could tell if the bridge tension was right by the "feel" of the wire.

Upon completion the Mill Creek Bridge contained twenty thousand pounds of steel, forty miles of wire, and three thousand feet of lumber. The cost was three thousand dollars. Today, about thirty cars per day cross over the bridges on Swinging Bridges Road.

The shortest road distance to reach the bridges is off of Route 42. The longer and more primitive route is to travel Swinging Bridges Road from State Road A.

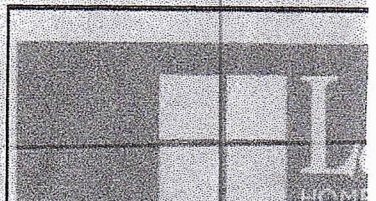
The highway department began to require blueprints for bridge construction. Mr. Dice retired as a bridge builder at that time.

Take the time to travel this historic pathway... and, take a camera.

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The Glaize Bridge was built in 1931 by Joseph A. Dice, a noted suspension bridge builder from Warsaw, Missouri.

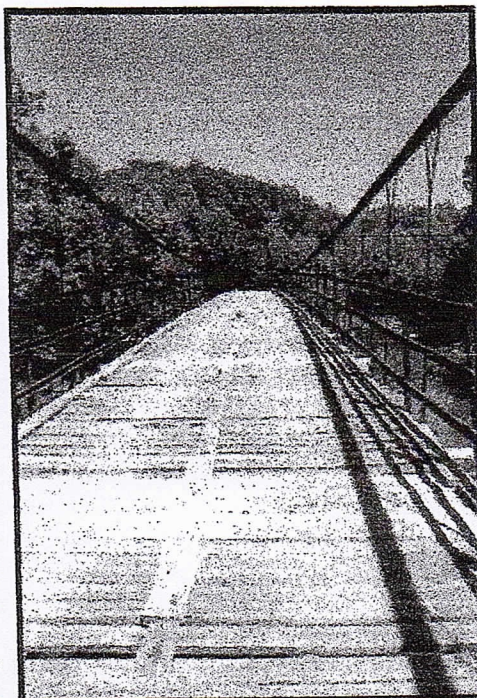
In January 1931, Louis H. Egan, president of Union Electric Light & Power Company, the owners of Bagnell Dam, at the request of the Miller County Court, granted right-of-way over the company's premises for relocation of the county roads impacted by the Lake. The company paid the county court \$17,200 to be used in relocation of the Glaize Creek crossing at the Greenberry Pope place. In April 1931, the Miller County Court made a deal with J. A. Dice to superintend the construction of bridges over the Glaize and Mill creeks.

Mill Creek joins the Grandglaze close to the present day Glaize Bridge. Approximately \$14,500 was made available for the two bridges of which \$11,500 was spent on the Glaize Bridge and \$3,000 on the Mill Creek Bridge [see Mill Creek Bridge]. A delegation of farmers from Miller and Camden County had petitioned for the bridges. The remainder of the original settlement funds was spent on road relocation as the road had originally crossed the Glaize a short distance downstream from the present location of the Glaize Bridge and that crossing was to be inundated by the Lake.

Both bridges were completed in August 1931. The Glaize Bridge used 100,000 pounds of steel, approximately 200 miles of wire and 15,000 feet of lumber. The Mill Creek Bridge used about one-fifth of the material that was used in the Glaize Bridge. The Glaize Bridge was opened to traffic in September 1931.

#### **Gore's Boat Yard** (*Lake Ozark, Miller County*) -

Pogue Hollow Cove is located at about the 16.8-mile mark on the Osage Arm along the Lake's east side. It is the first cove to the east up-Lake from the Community Bridge and by road is at the end of what is today Holiday Lane. It was along here that the Arrowhead Beach Club subdivision was established in 1932. The following summer Mr. & Mrs. W. W. Gore of Madison, Wisconsin, and the Gore's son, G. W. "Jud" and his wife, Florence, established themselves here and built Gore's Boat Yard.



*Glaize Bridge, Brumley, MO. Photo by H. D. Weaver, 2005.*