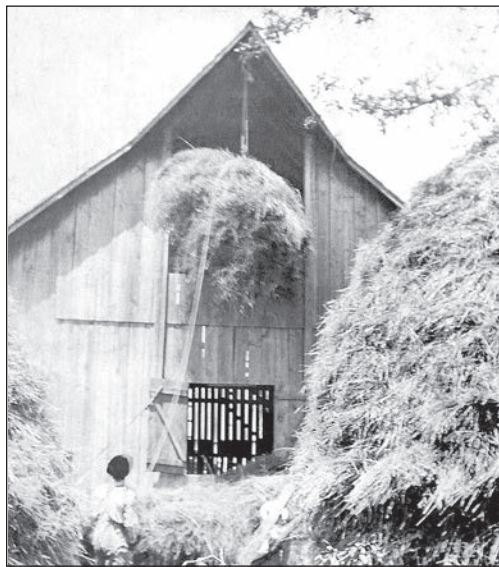


CORRECTION SECTION

Readers,

We find it necessary this year to include a new feature called "Correction Section" at the top of this page and the next. Undoubtedly, we have over the past 20 years (the length of our tenure as editor of this august publication) made mistakes within these pages. We know that some of the old news we reprint occasionally has errors of fact, which we correct parenthetically. However, two readers contacted us regarding picture captions in last year's 2023 Gazette that contained errors. Bill Morgan, native Pulaski Countian and long-time Waynesville attorney, and John Mackey, retired Pulaski County Surveyor, are both careful readers and offered corrections that "set the record straight." We do want to get the history right.



Hello Terry,

Thanks for keeping the *Old Settlers Gazette* going. Like many, I greatly enjoy it every year.

The photo in the upper left on Page 42 of this year's *Gazette* (above)

has a minor error. Hay is not being "pitched" into the hayloft in the barn. Rather a "hay fork" is plunged deep into the hay on the adjacent wagon and the tines at the bottom of the fork are engaged. Then a signal is given for the "hay fork mule" to begin walking from its place in the middle of the runway through the middle of the barn. The mule walks out the opposite end of the barn which causes the hay that has been captured with the fork to be raised from the wagon into the hay loft where it engages a track at the peak of the roof of the barn and is then pulled along that track. There is a rope (which is visible in the photo) running from the hay fork back to the worker on the ground (or on the wagon). A loud signal from inside the hay loft alerts this fellow to pull the rope which causes the tines to retract, releasing the hay from the fork whereupon the workers in the

hay loft then guide the hay to the appropriate spot in the loft.

Probably not in 1948 (when I would have been 7 years old during hay season), but within a very few years thereafter it became my job to lead the hay fork mule in its back and forth journey. This was definitely a better job than being in the hay loft where, under the tin roof on the barn, the summer temperature could become punishing.

I spent many summer days working on the Morgan farm, which probably sealed my goal of college and law school.

Bill Morgan

It is probably obvious that I have never spent a day working on a farm. I had no idea of what seems to me to be an ingenious and rather complicated process for getting the hay from the wagon into the loft of a barn. Thanks for enlightening me.

DAVE
ERNST
COUNTY CLERK



Welcome to Pulaski County and the 44th Annual Old Settlers Day Celebration. Take time to explore all the wonders Pulaski County has to offer.

Thank you for allowing me the honor of serving as your County Clerk and Local Election Authority.



ASSISTANCE ASSOCIATION MISSOURI VETERANS CEMETERY

To render compassionate support to veterans and their families associated with the Missouri Veterans Cemetery at Fort Leonard Wood and to enhance the overall appearance and operation of the Cemetery.

If you are interested in the work of the Association, call **573-774-3496** and ask that an Association board member contact you.

Correction Section - continued



The steel bridge over the Roubidoux in Waynesville (left) was built in 1911. The steel bridge was dismantled and rebuilt at Lundstrum Ford in 1925 (right) on the Gasconade along Highway T and served that area until it was razed in 1961.

Terry,
I have an observation on the content of the 2023 *Gazette*. On page 14, the caption at the upper left reads, “The steel bridge was dismantled and rebuilt at Lundstrom Ford in 1925 (right) on the Gasconade along Highway T and served that area until it was razed in 1961.”

I finished my obligation with the U.S. Army in June of 1973. I moved to Richland and met Margaret [future wife] in the late Fall of that year. We began to date in the Spring of 1974. I am almost certain of the following event, although Margaret does not remember it. We had traveled from Richland to the Waynesville area and were returning home. I said “Rather than taking Highway 7, let’s go up

Highway T.” Everything was fine until we approached the old bridge over the Gasconade. Looking at the rusting, iron superstructure with the “see through” trusses and the well-worn planking with the “see through” view of the water below, Margaret was not at all comfortable riding over the structure. We clacked and banged along as the planks bounced and shook with the weight of our vehicle. And then, surprise!, on the north bank there was a bend in the bridge. Probably the only bridge like this in the county, maybe the state.

As I said, I am almost certain of this recollection. Foolish to say absolute, being a 5 year member of the septuagenarian club. However, I am certain I traveled over the bridge in 1974, bend and all. So I don’t believe it was “razed” in 1961.

I have discovered a MoDOT article from last year, which discussed the repairs made to the bridge in 2022. It also mentioned the current bridge was constructed in 1973. I don’t believe

the old bridge would have been taken out of service until the new bridge was built.

Being nitpickin’ is my second nature.

John

We appreciate the “nitpickin” and you are absolutely right. We consider this error to be an egregious one. In our copious notes about news items in the Pulaski County Democrat, we have an entry that reads

November 28, 1974

Lundstrum Ford Bridge on Highway T replaced...construction about complete at cost of \$717,612 by Willard Contracting Co. of Lebanon

We do not know why we printed 1961 as the date of replacement instead of 1974. A mistake of 13 years is no small thing.

Also note that the surprise curve that John mentions in the Lundstrum Ford bridge is very noticeable in the picture at above right.

... And Speaking of Bridges

Last year our cover featured the five-span concrete arch bridge over Roubidoux Creek. We celebrated its 100th anniversary in Waynesville and in the pages of the *Gazette*. Two other bridges in Old Pulaski started construction that year on Highway 14, soon to become Route 66. One was at Beck’s Ford over the Gasconade River near Hazelgreen and the other spanned the Big Piney River at Devil’s Elbow.

The Devils Elbow bridge graced the cover of the *Gazette* in 2007. We remarked in that issue that “This landmark is deteriorating and requires rehabilitation. The county commissioners and involved citizens are seeking funding sources for the \$1.6 million repair project.” In 2009 we printed an article that lobbied for the project and featured an imaginative rehab plan proposed by engineer Jerry Plunkett. The Pulaski County Commissioners proved tenacious and resourceful and a

rehabilitation project was completed in May of 2014 at a cost of \$1.3 million.

Contracts for both steel truss bridges over the Big Piney were awarded to the Riley and Bailey Construction Company of St. Louis. Construction on the \$108,794 (\$1,977,552 in 1923 dollars) Hazelgreen bridge started in April of 1923 with most of the work completed by December. The bridge at Devils Elbow had a price tag of \$80,405 (\$1,463,229). The Hazelgreen bridge is 525.8 feet long and the Devils Elbow bridge has a length of 588 feet. Although the Hazelgreen bridge is about 60 feet shorter, part of its higher price tag may have been due to the right-of-ways that had to be bought from property owners in eastern Laclede County.

Pulaski County’s previously busy bridge building years were during the period 1906 to 1911 when four steel bridges were built (see 2008

Old Settlers Gazette, “The Bridges of Pulaski County”). Steel bridges are described in terms of their construction. The bridges discussed here use several truss types. The early bridges use mostly Warren truss spans. The Devils Elbow bridge is described as a two-span Parker through truss steel bridge with four concrete deck girder spans that curve. The Hazelgreen bridge is more of an amalgam that consists of two steel Parker through trusses, one steel Pratt through truss, and one pony truss. The term “through truss” denotes a truss with a superstructure that ties the sides together, i.e. traffic goes through it. A “pony truss” is a truss with short sides, generally used for short spans.



View of the three types of truss components of the Hazelgreen bridge.



View of the two-span Parker through truss bridge at Devils Elbow.

