

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

Historic name Piney Beach
Other names/site number Big Piney Beach Cabins, Woodlane Rentals
Name of related Multiple Property Listing Route 66 in Missouri

2. Location

Street & number 12810 Tank Lane

N/A	not for publication
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City or town Hooker

x	vicinity
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State Missouri Code MO County Pulaski Code 169 Zip code 65453

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Applicable National Register Criteria: X A B X C D

Toni M. Prawl FEB 23 2017
Signature of certifying official/Title Toni M. Prawl, Deputy SHPO Date

Missouri Department of Natural Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
- determined not eligible for the National Register removed from the National Register
- other (explain:)

Signature of the Keeper Date of Action

Piney Beach
Name of Property

Pulaski County, MO
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
8	0	buildings
1	0	sites
0	0	structures
0	1	objects
9	1	Total

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Other: tourist court

Current Functions
(Enter categories from instructions.)

Other: rental cabins

7. Description

Architectural Classification
(Enter categories from instructions.)

Other: Ozark stone (vernacular)

Materials
(Enter categories from instructions.)

foundation: concrete
walls: stone

roof: asphalt
other: _____

NARRATIVE DESCRIPTION ON CONTINUATION PAGES

Piney Beach
Name of Property

Pulaski County, MO
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

Areas of Significance

Commerce
Architecture

Period of Significance

c. 1952 - 1955

Significant Dates

1952
1955

Significant Person

(Complete only if Criterion B is marked above.)

n/a

Cultural Affiliation

n/a

Architect/Builder

Davenport, Riley

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

Piney Beach
Name of Property

Pulaski County, MO
County and State

10. Geographical Data

Acreeage of Property 3.2 (approximate)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1	<u>37.850038</u> Latitude:	<u>-92.072290</u> Longitude:	3	<u>37.849308</u> Latitude:	<u>-92.072864</u> Longitude:
2	<u>37.849941</u> Latitude:	<u>-92.071676</u> Longitude:	4	<u>37.847769</u> Latitude:	<u>-92.074142</u> Longitude:
			5	<u>37.847471</u> Latitude:	<u>-92.073881</u> Longitude:

UTM References

(Place additional UTM references on a continuation sheet.)

_____ NAD 1927 or _____ NAD 1983

1 _____
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Verbal Boundary Description (On continuation sheet)

Boundary Justification (On continuation sheet)

11. Form Prepared By

name/title Ruth Keenoy / Historic Preservation Specialist

organization _____ date September 13, 2016

street & number 5229 Oleatha Avenue telephone 314-637-6441

city or town St. Louis state MO zip code 63139

e-mail rdkeenoy@gmail.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:**
 - A **USGS map** (7.5 or 15 minute series) indicating the property's location.
 - A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Piney Beach

Name of Property

Pulaski County, MO

County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log:

Name of Property: Piney Beach

City or Vicinity: Hooker

County: Pulaski State: MO

Photographer: Ruth Keenoy

Date

Photographed: March 14, 2015 and May 15, 2015 (photos verified May, 2016)

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 14: Sign, Piney Beach; view is northwest.
- 2 of 14: Tank Road / Piney Beach; view is northeast.
- 3 of 14: Recreational area southeast of cabins; view is northeast.
- 4 of 14: Piney Beach Bridge; view is northeast.
- 5 of 14: Piney Beach cabins; view is northeast.
- 6 of 14: Cabin 2; view is north.
- 7 of 14: Cabin 4; view is northeast.
- 8 of 14: Former office; view is northeast.
- 9 of 14: Cabin 6; view is north.
- 10 of 14: Cabins; view is southeast.
- 11 of 14: Former Cabin 8 (foundation); view is northeast.
- 12 of 14: Interior – Cabin 2 ceiling.
- 13 of 14: Interior – Cabin 2 bookshelf.
- 14 of 14: Interior – Cabin 2 beaded wood walls.

Figure Log:

Include figures on continuation pages at the end of the nomination.

- Figure 1. Location Map, Piney Beach.
- Figure 2. Route 66 Map.
- Figure 3. Route 66 in Missouri Map.
- Figure 4. Postcard of Hooker Cut.
- Figure 5. Piney Beach Bridge.
- Figure 6. Piney Beach Cabins.
- Figure 7. Former Hooker business owned by Sterling Wells.
- Figure 8. Wagon Wheel Cabin Court, Cuba, Missouri.
- Figure 9. Dallas Wells, stonecutter.
- Figure 10. Stone detail, Piney Beach Cabins.

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Continuation Sheet

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Piney Beach
Name of Property Pulaski County, MO
County and State Route 66 in Missouri
Name of multiple listing (if applicable)

Summary

Piney Beach is a collection of seven Ozark stone cabins and an office constructed c. 1952 by Riley Davenport. The property is located in eastern Pulaski County, Missouri near the communities of Hooker (east) and Devil’s Elbow (south). All eight buildings (cabins and former office) are contributing to the property. On the parcel is a foundation that formerly held a cabin. This site is a contributing feature of the property, demonstrating the original layout of the site plan for the cabins. Non-contributing to the property is a contemporary sign near the west end of the cabins. Piney Beach is situated along the southwestern bank of the Big Piney River and northwest of Route 66 (1940s alignment; aka Missouri Highway Z). The property’s **period of significance** is c. **1952** through **1955**. The period of significance includes the years during which Davenport constructed the cabins (c.1952), gained direct access to Route 66 via Tank Road (1955) and established Piney Beach as a viable lodging establishment on Route 66.¹ The period of significance ends with 1955, which marks the year that the property’s direct access to/from Route 66 (Highway Z) was constructed. Piney Beach is nominated under the Multiple Property Documentation Form (MPDF) for Route 66 in Missouri (NRL, 2008). The cabins fit the MPDF subcontext for “World War II and the Postwar Years of Prosperity, 1940 – 1955” – a period of time in which Route 66 experienced a “new high in popularity” as Americans with disposable income, new cars and exposure to popular culture provided Route 66 businesses with an endless stream of customers.² Piney Beach is nominated under the MPDF property definitions of lodging (cabins) and roadside vernacular architecture (giraffe stone or Ozark rock buildings).³

Piney Beach catered to traffic along the “new” Route 66 alignment, which opened in 1945 as a modern, divided four-lane highway. The alignment bypassed the 1926 road that extended directly through Devil’s Elbow. The 1940s road was planned when the Army established its Seventh Corps training camp, Fort Leonard Wood, approximately seven miles southwest of Devil’s Elbow in 1940. Piney Beach is **locally significant** for its commercial (**Criterion A**) and architectural (**Criterion C**) associations. In relation to Criterion A (commercial significance), Piney Beach was a well visited site along Route 66 in Pulaski County, providing lodging accommodations for travelers and individuals working at Fort Leonard Wood. The property’s Criterion C (architectural significance) associations are illustrated by the colorful stone masonry that adorns the cabins and office – a vernacular form of craftsmanship known as Ozark – “giraffe” – stonework. This vernacular building tradition was extremely popular along Route 66, particularly in southwestern Missouri during the 1930s-40s. Few examples have been as well preserved as Piney Beach. The property is an excellent example of a Route 66 automobile tourist court that displays remarkably intact examples of Ozark stone craftsmanship.

¹ Terry Primas, Research notes, personal collection. Provided to Ruth Keenoy 29 June 2016.

² Ruth Keenoy and Terri Foley, *National Register of Historic Places Multiple Property Documentation Form: Route 66 in Missouri* (2008), E:16-17.

³ Ibid, F:37-39, F:53-54.

National Register of Historic Places
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Piney Beach
Name of Property
Pulaski County, MO
County and State
Route 66 in Missouri
Name of multiple listing (if applicable)

Setting

Piney Beach is situated along the southwestern bank of the Big Piney River and northwest of Route 66 (Highway Z). Surrounded by the Mark Twain National Forest, Piney Beach provides a secluded setting, despite the fact that the property is situated within approximately 250 feet of Route 66. The parcel associated with Piney Beach is below the highway grade, separated from Route 66 by a thick line of mature trees that align the southeast side of Tank Road (which provides access from Route 66 to Piney Beach). The cabins are situated immediately northwest of Tank Road, surrounded by trees and mature foliage. Between the cabins and the trees aligning Tank Road/Route 66, the site features an open picnic area, partially surrounded by trees. Tank Road splits the area – cabins are northwest of the road; the picnic area is southeast of the road. As Tank Road extends northeast of the cabins, the road curves sharply northwest (leading to a private residence) just prior to reaching the Big Piney River. The river abuts the northeastern end of the parcel. The setting of Piney Beach is that of a secluded recreational retreat, surrounded by heavily forested land and the river.

Description

Piney Beach abuts the southwestern bank of the Big Piney River, which angles sharply at Devil's Elbow, a small community situated on the original Route 66 alignment, less than one mile southeast of Piney Beach (**Figure 1**). The area is rural, partially surrounded by the Mark Twain National Forest. Recreational attractions have long been a draw to this part of Missouri. As early as the 1910s, Devil's Elbow was a well-known fishing and hunting retreat. The properties that began to crop up along Route 66 in the 1920s catered to such activities.⁴ Piney Beach's cabins are situated in a linear (southwest to northeast) configuration along Tank Road, which extends parallel to Route 66. A contemporary (non-contributing) wood sign bearing the name "Piney Beach Cabins" is situated near the west end of the parcel along Tank Road, which is paved with gravel. Tank Road provides access to the cabins, which are below the road grade and obscured by trees bordering the highway (**Photos 1 and 2**). At the northeast end of the cabin parcel is Big Piney River (**Photo 4**). The 1940s Big Piney River Bridge is within direct view of the cabin parcel. The cabins are located along the northwest side of Tank Road. Flanking the southeast side of Tank Road is a grassy area with trees, picnic tables and barbeque pits (**Photo 3**). A hedge borders the picnic area along Tank Road. Concrete curbs line the northwest side of Tank Road in front of the cabins, providing areas for parking. Individual concrete walks lead from the curbed area to concrete steps and stoops that front each cabin (with exception of the former office, which has no stoop). The cabins, described below, were originally named for the states through which Route 66 extended (Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California). Today the cabins are numbered sequentially. Cabins are identical in plan and scale, with exception of the office, which is smaller in scale. Four cabins originally flanked either side of the office. The site's most northeastern cabin was demolished c. 2006.

⁴ Terry Primas, *Route 66 in Pulaski County* (pending publication, draft, 2015), 49.

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Piney Beach
Name of Property
Pulaski County, MO
County and State
Route 66 in Missouri
Name of multiple listing (if applicable)

Though exact dates of construction for individual cabins cannot be fully verified, what is known is that Riley Davenport purchased the property in 1952 and began to construct the cabins shortly thereafter. The cabins were constructed prior to 1955, when Davenport received direct access from Missouri's State Highway Department via Tank Road from Route 66.⁵ Unless noted otherwise in individual descriptions, exterior cabin materials (with exception of roof shingles) are original.

Exterior Description:

A contemporary sign (**Non-contributing, Photo 1**) is situated near the west end of the parcel. The sign is composed of two unfinished log supports with a central wood rectangle bearing the name of the cabins ("Piney Beach") and a telephone number. The top of the sign is capped by a gabled shake roof. The sign was constructed c. 2006 which does not fall within the period of significance (c. 1952 – 1955).

Cabins 1-4 (Contributing, Photos 5, 6 and 7) comprise the southwestern half of the cabins' linear set. The cabins face southeast toward Tank Road and Route 66. Each cabin has a poured concrete foundation, exterior stone (Ozark giraffe pattern) walls and an end-gable plan asphalt shingled roof. Stone exterior walls are mortared with cement-filled ribbon joints. Eaves are scalloped. On the primary façade (southeast) elevation of each cabin is a central nine-light, two-paneled primary replacement door. The door is accessed via a concrete stoop. Above each door is a gabled, scalloped portico supported by knee braces. An exterior light fixture caps the peak of each portico. Offsetting the entry to the south (on each cabin) is a single window, three-over-one design. Windows have concrete sills and are partially obscured by metal awnings. Awnings bear the cabin's number. Side (southwest and northeast) elevations have louvered vents in the gable fields. Cabins 2-4 have no fenestration (other than the vent) on the southwest elevation. Cabin 1 has a rear single window, three-over-one, partially filled with an air conditioning unit. There is no fenestration on the northeast elevation of Cabins 1-4, other than the louvered vent in gable fields. Rear (northwest) elevations have nine-light, paneled replacement doors that are offset by single double-hung windows.

The Piney Beach **office (Contributing, Photo 8)** is located centrally within the line of cabins. Like the cabins, the office faces southeast toward Tank Road. The building is not numbered and is not as wide as the cabins. The building has a poured concrete foundation, exterior Ozark stone walls and a front-gabled asphalt shingled roof. The eaves are scalloped. The primary (southeast) façade holds a paneled solid replacement door set below a gabled portico supported by knee

⁵ Primas, Research notes. Primas' research includes newspaper notices/advertisements for cabin rentals by the mid-1950s, further establishing that the tourist court was completed no later than 1955.

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Piney Beach
Name of Property
Pulaski County, MO
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Route 66 in Missouri
Name of multiple listing (if applicable)

braces. The gable field above the door holds a louvered vent. The door is offset on the south by a one-over-one replacement window. The window is partially obscured by a metal awning. Unlike the cabins, the office does not have a stoop or an exterior light on the portico. Concrete steps lead directly to the entry bay. Side (southwest and northeast) elevations have no fenestration. The rear (northwest) elevation holds a single door offset by a single double-hung window.

Cabins 5-7 (Contributing, Photos 5, 9 and 10) are north of the office and (like Cabins 1-4) set in a linear fashion adjacent to Tank Road and Route 66. The cabins face southeast. Each cabin has a poured concrete foundation, exterior stone walls and end-gable plan asphalt shingled roofs. Eaves are scalloped. Cabins 5 and 6 have primary (southeast) elevation entries filled with central nine-light, two-paneled replacement doors. Cabin 7 retains an original three-light wood paneled door. Above each door is a gabled, scalloped portico supported by knee braces. An exterior light fixture caps the peak of each portico. Offsetting the primary entry to the south (on each cabin) is a single window, three-over-one design. Windows have concrete sills and are partially obscured by metal awnings. Awnings bear the cabin's number. Side (southwest and northeast) elevations have louvered vents in the gable fields but no other fenestration. Rear (northwest) elevations have nine-light, paneled replacement doors that are offset by single double-hung windows.

Cabin 8 – site (Contributing, Photo 11) All that remains of Cabin 8 (demolished c. 2006) are the concrete foundation, walk and steps. A water tank is situated in the area that was originally behind the cabin. Although the cabin is no longer standing, the foundation contributes to the original site plan of the property.

Interior Description

Cabin interiors (restricted access, due to occupancy) have been restored and appear much as they did originally. Walls are paneled with knotty pine (**Photo 14**). Some ceilings are plaster; some are covered with original wood panels (**Photo 12**). Floors are covered with carpet. Cabins consist of a living area offset by a combination dining/kitchenette area. Cabins have individual bathrooms (off the kitchen area) and bedrooms (in the rear portion of the cabin). Rooms have built-in bookshelves (**Photo 13**), including shelves that also serve as counters, separating living and kitchen areas. Interior doors are wood paneled replacement and original solid wood design. Ceiling fans and contemporary overhead lighting have been installed in living and sleeping areas.

Integrity Discussion

Piney Beach is a Route 66 tourist court that has had few changes since constructed c. 1952. The most significant change was removal of an original cabin c. 2006. Regardless of this loss, the site retains integrity of location, design, setting, materials, workmanship, feeling and association. The cabins and office feature Ozark stone "giraffe" pattern exteriors. The extant buildings have all been restored. Exterior details of the cabins, as a group, provide the property's most character -

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Piney Beach
Name of Property
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defining feature. Interiors have been restored and exhibit original wood finishes and built-in shelves. Interior spaces have some modern updates but none that detract from the original appearance of the cabins' rustic charm. Modifications include upgrades (i.e., new wiring, appliances and amenities). These alterations have been made without diminishing the integrity (interior or exterior) of the cabins.

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Piney Beach
Name of Property
Pulaski County, MO
County and State
Route 66 in Missouri
Name of multiple listing (if applicable)

Statement of Significance

Introduction

Piney Beach is located in eastern Pulaski County on Tank Road near the communities of Hooker and Devil's Elbow. Situated along the southwest bank of the Big Piney River, the property encompasses seven small Ozark stone cabins and an office constructed c. 1952 by Riley Davenport. Piney Beach opened not long after the "new" Route 66 alignment through eastern Pulaski County was completed. The alignment, constructed in the early 1940s, bypassed the original Route 66 in Pulaski County that directly served Devil's Elbow. The new road was needed to support an Army training camp, Fort Leonard Wood, established in 1940, and located approximately seven miles south of Devil's Elbow.⁶ Davenport's cabins at Piney Beach provided lodging for tourists, as well as individuals engaged in activities at Fort Leonard Wood. Originally Piney Beach supported eight cabins – representing (and named for) the eight states through which Route 66 extends. One cabin was demolished c. 2006, the remains of which are contributing feature of the property.⁷ Piney Beach is **locally significant** as a Route 66 roadside lodging establishment in Pulaski County. The property meets National Register **Criteria A (commerce) and C (architecture)** in relation to the Multiple Property Documentation Form (MPDF), *Route 66 in Missouri* under the context of "Automobile Tourism and Roadside Commerce." Piney Beach fits the contextual MPDF period associated with the postwar boom in tourism on Route 66, as indicated in Section E, pages 16-19. In addition to the property's significance as a Route 66 lodging establishment (Criterion A), Piney Beach is an excellent example of "giraffe" (Ozark) stone vernacular craftsmanship (Criterion C), a popular choice for individuals who constructed roadside commercial buildings along Missouri's Route 66.⁸ In relation to the associated MPDF, the property associations of Piney Beach fit the definitions of Lodging: Cabins (Section F, pages 37-41) and Vernacular Architecture: Giraffe Stone (Section F, pages 53-55). The **period of significance, c. 1952 - 1955** relates to the property's years of construction and development. During this period of time the cabins were constructed and a direct access road was constructed for visitors to easily reach the property to/from Route 66.⁹

Historical Overview, Route 66 in Pulaski County, 1926 - 1945

Designated as a federal highway in 1926, U.S. "Route" 66 was created from a patchwork of existing trails and roads in Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California (**Figure 2**). Route 66 extended across Missouri in a diagonal path from St. Louis to Joplin – covering roughly 300 miles. Missouri's Route 66 evolved from a Native American trail that in the 1860s was dubbed the Wire Road – signifying the route's accompanying string of

⁶ Terry Primas, *Route 66 in Pulaski County*, 83.

⁷ Ibid.

⁸ Keenoy and Foley, F:37-39, F:53-54.

⁹ Ibid, E:16-19.

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telegraph wires between St. Louis and Fort Smith, Arkansas.¹⁰ Improvements to the Old Wire Road following passage of Missouri's Centennial Road Law in 1921 converted the route to State Highway 14. Less than a decade later in 1926, Highway 14 became Missouri's contribution to U.S. Highway (Route) 66. In Pulaski County, Route 66 traversed northeast to southwest through the communities of Hooker, Devil's Elbow, St. Robert and Waynesville (**Figure 3**). At Devil's Elbow, Route 66 crossed the Big Piney River via Devil's Elbow Bridge, constructed in 1923. Both the bridge and the tiny community were named for their location at the river's sharp curve ("devil of an elbow"), which created problems for the logging industry during the 19th century.¹¹ The river's crook again created problems in 1940 when the United States Army selected a site seven miles southwest of Devil's Elbow for its new Seventh Corp training facility, Fort Leonard Wood. Devil's Elbow Bridge, as did Route 66, proved too narrow to safely accommodate the cumbersome trucks required to transport men and materials to/from Fort Leonard Wood.¹²

By the time the Army announced its plans, Missouri's state highway planners were well aware of the challenges at Devil's Elbow. In 1940 the state partnered with the Works Progress Administration (WPA) "to determine the need for road improvements to provide traffic facilities to the [Army] camp."¹³ Most of Fort Leonard Wood's acreage was in Pulaski County, an area well supported by good roads. Even so, many transportation connections were hard pressed to support the Army camp's accompanying "heavy truck traffic."¹⁴ The new alignment planned for eastern Pulaski County was a divided four-lane highway bypassing Devil's Elbow Bridge and crossing the river further east near Hooker.¹⁵ A 90-foot breach through Hooker Hill created space for the new highway and bridge crossing. This passage – known as Hooker Cut – was the "deepest single [highway] cut ever attempted" in Missouri prior to that time (**Figure 4**).¹⁶

Fort Leonard Wood anticipated the arrival of no less than 35,000 soldiers and 5,000 civilian personnel.¹⁷ Construction of the camp was "around the clock" and by early 1941, reportedly 32,000 men were employed at the site.¹⁸ Camps, trailers and make-shift housing cropped up literally overnight along Route 66 to house those arriving to work at the new camp, while traffic

¹⁰ Works Projects Administration, *Missouri The WPA Guide to the "Show Me" State* (St. Louis: Missouri Historical Society Press, reprint 1998), 405.

¹¹ Quinta Scott, *Along Route 66* (Norman: University of Oklahoma Press, 2000), 79.

¹² Primas, *Route 66 in Pulaski County*, 53; Works Progress Administration, 416; E.L. Preston, "State Roads Affected by 7th Corps Area Army Camp," *Rolla Herald* (5 December 1940), 1. Of note, although Devil's Elbow was bypassed by a "new" Route 66 in the 1940s, the community did not suffer any loss of tourism or interest by those who came to work at Fort Leonard Wood. For additional information concerning this area, please refer to the National Register Nomination for Devil's Elbow Historic District.

¹³ E.L. Preston, "About Missouri," *Franklin County Tribune* (3 October 1941), 1.

¹⁴ E.L. Preston, "State Roads Affected by 7th Corps Area Army Camp," 1.

¹⁵ Primas, 71-72.

¹⁶ "Make Deep Cut in Paving Highway 66," *Franklin County Tribune* (3 October 1941), 1.

¹⁷ E.L. Preston, "State Roads Affected . . .," 1.

¹⁸ Primas, 67.

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more than tripled from an estimated “2000 cars daily . . . to over 7000.”¹⁹ The Route 66 project in Pulaski County was well under way by 1941 but there were delays. Finding adequate labor and materials were major problems. As wartime readiness projects increased, contractors struggled to keep up the pace and materials shortages necessitated inventive substitutions. Limestone removed to create Hooker Cut provided much “needed material for concrete masonry and pavement aggregate for other proposed construction” on Route 66.²⁰ It took nearly two years to secure a contract for the new Big Piney River Bridge and two additional years to construct the bridge because of materials shortages. Despite the delays, the new Route 66 alignment opened to traffic in September 1945. The new bridge opened a mere three months later.²¹

Development of Piney Beach, 1952 - 1955

Along the northwestern bank of the Big Piney River near the 1945 bridge (**Figure 5**) is Piney Beach, constructed c. 1952 by Riley Davenport (b. 1919 – d. 1980).²² Davenport purchased the property that he developed as Piney Beach from Thomas E. and Grace E. Brown. Shortly thereafter, Davenport constructed a tourist court consisting of a detached office and eight Ozark “giraffe” stone cabins, each named for a state that Route 66 passed through (**Figure 6**).²³ Davenport’s development capitalized on the traffic along the new Route 66 alignment in Pulaski County that opened in 1945. Though activity dropped significantly at Fort Leonard Wood after World War II, the lull was short-lived. In 1950, the site was reactivated to support the Korean Conflict and six years later, designated as a permanent installation. The announcement was a boon to businesses such as Piney Beach.²⁴ As in the 1940s, activities at Fort Leonard Wood increased traffic on Route 66 (both alignments) and brought many to the area to work and/or live.²⁵ Piney Beach was not just a recreational destination. It also provided lodging for those working or stationed at Fort Leonard Wood.

During the mid-1950s, Piney Beach was promoted as offering “completely furnished . . . modern” cottages with ‘utilities.’²⁶ Initially the property was managed by Mr. and Mrs. Robert Frame who left in 1957 to operate a wholesale fishing worm business in a “building located at the western end of [the] Highway 66 By-pass.”²⁷ The new Hooker Cut Route 66 bypass was the

¹⁹ “Round About Missouri,” *Sikeston Standard* (4 February 1941), 3.

²⁰ “Make Deep Cut in Paving Highway 66.”

²¹ Primas, 72. Note: Primas credits the bridge’s construction bid as going to Hannibal Contracting Company. Missouri’s Historic Bridge Inventory (1996) indicates that Maxwell Construction Company (Columbus, KS) constructed the bridge in 1943. It is likely that both firms played a role in constructing the bridge.

²² Primas, 83; U.S. Social Security Death Index, Available at: www.ancestry.com (Access date: 8 May 2015).

²³ Primas, 83.

²⁴ Dr. Larry Roberts, “History of Fort Leonard Wood,” *Engineer Professional Bulletin* (Summer 2008), 5-6.

²⁵ *Ibid*, 6.

²⁶ Primas, Research notes (*Pulaski County Democrat*, 30 August 1956).

²⁷ *Ibid* (*Pulaski County Democrat*, 21 March 1957).

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first four-lane segment of Route 66 to open in Missouri and as expected, it funneled a large number of tourists through Pulaski County.²⁸

When Hooker Cut was constructed in 1942 to relieve the traffic congestion to Fort Leonard Wood, business and life dramatically changed in the community of Hooker. The new section of highway was a divided four-lane highway (the first on the highway in the state) that bypassed the original road through Hooker. Autos were traveling much faster and less likely to stop at roadside shops on the east end and the businesses on the west end [of Hooker Cut] were not even seen.²⁹

Despite the faster pace of traffic on Route 66 and the addition of modern motels by the 1950s, tourist courts remained popular in Missouri.³⁰ Piney Beach is a considerably late example in comparison to most Route 66 tourist courts, but the property made good business sense. Piney Beach offered amenities that local motels could not match, such as individual kitchens and private, detached lodging. Such amenities were suited for those who wished to rent the cabins for a longer period of time (i.e., Fort Leonard Wood employees/soldiers). The property was adjacent to the Big Piney River, attractive to those who came to the area for recreational activities, such as hunting, boating and fishing. Motels may have been preferable to those passing through the area but for others, Piney Beach was perfectly suited.

Though not much is known about Piney Beach's original owner, Riley Davenport, he unfortunately had quite a "reputation among the older locals of use and abuse of women."³¹ Davenport was married and divorced at least twice, initially to Floetta (maiden name unknown) Davenport, who filed for divorce in 1947. The following year, Davenport married Barbara Faye Null, who filed for divorce in 1950.³² In 1957, Davenport sold Piney Beach to Dr. Robert and Merle Murrell and began operating a nightclub east of Waynesville, Top of the Town. During that time, he was arrested for assaulting a young woman.³³ Despite the sordid associations of Piney Beach's original owner, the property remained in operation for many years as a successfully owned/operated tourist court. The Murrells (who purchased the property from Davenport in 1957) sold the business to Tess Booker in 1969. Booker sold Piney Beach to Cleo S. and Zuelam Hartley in 1973, who sold the property to Wallace Palon in 1975. Palon sold

²⁸ Primas, *Route 66 in Pulaski County*, 80-81 and research notes from property abstract/ownership transfer, 2006.

²⁹ Sharlotte Sheldon Smith and Flo Prewett Vaughn, "Memories of Hooker," *Old Settlers Gazette* (2011), 52. Although a number of businesses never reopened after the new alignment on 66 was finished through Hooker, Devil's Elbow continued to attract substantial tourism and people who came to work at Fort Leonard Wood after the new road opened. The community's odd name and long-established successful businesses kept the original Route 66 alignment a viable route well past the mid-twentieth century.

³⁰ *Ibid*, Primas, 66.

³¹ "September Term of Phelps County Circuit Court Opens Monday," *Rolla Herald* (4 September 1947), 1.

³² *Ibid*, Arkansas County Marriages Index (Missouri), Available at: www.ancestry.com (Access date: 8 May 2015); "Suits Filed in Circuit Court," *Rolla Herald* (3 July 1950), 3.

³³ "Tavern Operator Charged with Felonious Assault," *Pulaski County Democrat* (20 June 1957), Primas research notes.

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Piney Beach following a flood in 1982, after which time the cabins were closed until 2006.³⁴ The property encompasses seven of the eight original cabins and the detached office. The demolished cabin foundation is situated at the northeast end of the property and is a contributing feature. Piney Beach is one of the most intact and well maintained tourist courts on Route 66 in Missouri.

Criterion A: Commercial Roadside Route 66 in Missouri

The new Route 66 alignment via Hooker Cut was under construction by 1941 and opened to traffic in 1945. During construction, most of the businesses along the original Route 66 alignment in Hooker closed or relocated. The first business established along the new Hooker bypass in 1945 was a gas station/garage (remodeled and renamed in the 1960s as Sterling Wells' Hillbilly Store, **Figure 7**) owned by Dallas E. Wells.³⁵ Mr. Wells was one of the most enterprising businessmen who set up shop along Route 66. Not long after his service station opened, Wells brought in his brother, Sterling to manage the service station while he began a stone cutting business. Dallas Wells split and cut stone found on his property, propping the flat stones alongside Route 66 to advertise his business. Word spread quickly and within three years, Wells was shipping local Ozark stone "as far away as Indiana and Ohio."³⁶ Less than a mile from Piney Beach, Wells' stone business was likely the source of materials for the cabins constructed by Davenport.

The Hooker bypass opened at the end of World War II, when Route 66 was becoming a tourist destination in and of itself. After years of doing without, postwar Americans suddenly found themselves with money to spend and new cars to drive.³⁷ For many, there was no better way to spend their newfound prosperity and leisure time than to hit the open road. During the 1950s-1960s, "business was so good [on Route 66] that many upgraded and expanded their businesses."³⁸ The road also attracted a number of new commercial interests, such as those operated by Dallas Wells and Riley Davenport.

Route 66 evolved over the years, as did its roadside stakeholders. Lodging options in particular changed rapidly. Initially travelers on 66 set up camp alongside the road or rented rooms from local homeowners. By the 1920s, oil companies realized the profits of operating private campgrounds where customers paid fees in exchange for food, drink and amusements.³⁹ Though many had no alternative but to camp alongside the road during the Great Depression, those who

³⁴ Primas, *Route 66 in Pulaski County*, 83 and research notes.

³⁵ Primas, *Route 66 in Pulaski County*, 80.

³⁶ E.N. Toops, "The Stone Man of Hooker, Missouri," *Veterans Magazine* (September 1947), Clipping provided by Terry Primas/Sherry Wells Ernst.

³⁷ Keenoy and Foley, E:17-18.

³⁸ Debbie Sheals and Becky Snider, "Route 66 in Missouri Survey and National Register Project – Survey Report," (January 2003), 42-43.

³⁹ John Margolies, *Home Away From Home: Motels in America* (Boston: Bullfinch Press, 1995), 16; Michael Karl Witzel, *Route 66* (Ann Arbor: Lowe & B. Hould, 1996), 124-125.

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could afford to pay for lodging did so. Private campgrounds remained popular throughout the 1930s as did the tourist motor court, which was quickly becoming the preferred choice of lodging.⁴⁰

The evolution of tourist camps to tourist courts began in the 1930s, when campgrounds were becoming increasingly crowded and more expensive.⁴¹ At tourist camps, travelers provided their own tents or slept in cars. In contrast, tourist courts were set up as a group of small cottages or cabins for rent. Unlike roadside camps, tourist courts were frequently set back from the road to provide a sense of privacy and security.⁴² Tourist cabins like those at Piney Beach offered the latest accommodations – individual kitchens, indoor plumbing and a separate room (or two) for sleeping. In an effort to compete with motels/hotels, which became popular after World War II, many tourist court owners upgraded interiors and added “better-quality” restaurants.⁴³ In Missouri, the most common form of lodging on Route 66 was the tourist court – even after World War II. Per a survey completed in 2003, twice as many tourist courts dotted Route 66 as did motels, particularly in rural areas and near small towns. The survey also identified stone as the predominant exterior material for Missouri’s tourist courts (**Figure 8**).⁴⁴ Piney Beach very much fits the typical pattern of tourist courts/cabins in Missouri in that the cabins feature exterior Ozark stone. Also similar to “most courts” in Missouri, Piney Beach was planned around a “unifying” landscape – the Big Piney River, which flanks the northern edge of the property.⁴⁵

Piney Beach is a noteworthy example of postwar commercial development along Route 66 in Missouri. The property reflects the period of time that many historians refer to the golden era of Route 66 – after World War II when Americans had new cars and a steady disposable income. The postwar era “spurred a flurry of new developments” along Route 66 – in particular, “restaurants, motels and auto courts.”⁴⁶ Piney Beach is an intact and excellent representation of commercial tourism on Missouri’s Route 66. Additionally, it is an exceptional example of the businesses that capitalized on the development of Fort Leonard Wood and the “new” Route 66 that opened in 1945.

⁴⁰ Margolies, 35.

⁴¹ Jill Curran, “Tourist Camps, Tourist Courts, and Early Motels,” *The Encyclopedia of Arkansas History & Culture* (Online at: <http://www.encyclopediaofarkansas.net/encyclopedia/entry-detail.aspx?entryID=2700>), Access date: 8 July 2016.

⁴² Chester H. Liebs, *Main Street to Miracle Mile* (Boston: Bullfinch Press, 1985), 175.

⁴³ *Ibid.*, 36; Margolies, 35.

⁴⁴ Sheals and Snider, 50.

⁴⁵ *Ibid.*

⁴⁶ Keenoy and Foley, E:18.

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Criterion C: Ozark “Giraffe” Stone Architecture and Route 66 in Missouri

Commonly seen along Missouri’s Route 66 are buildings patterned with Ozark stone exteriors. Ozark stonework is frequently referred to as “giraffe” stone because the colorful mortared stone resembles the pattern of a giraffe’s coat. The vernacular building tradition was inexpensive and easy to assemble – two factors that worked exceedingly well, particularly during the Great Depression when money and materials were difficult to obtain. The Ozarks region of Missouri, Oklahoma, Kansas and Arkansas provided the source of the colorful rocks used to create the patterned masonry buildings. Builders used rocks found close to the surface – “sandstone, limestone and dolomite,” incorporating a building method known as “web wall construction.”⁴⁷ Utilizing flat stones no more than four inches in width, the stones were stacked in an irregular pattern and mortared together. During times when cement and concrete were hard to come by, mortar was made from lime (crumbled limestone), sand and water and sealed with a ribbon joint which is raised, rounded and smooth. Often builders painted or darkened the mortar to set off the contrasting color of the stones.⁴⁸ The finished effect was colorful and no two buildings looked exactly alike.

The stone used on Piney Beach’s cabins likely came from the stone cutting business owned by Dallas Wells (**Figure 9**). Stone quarried by Wells ranged from “milky white to deep red.”⁴⁹ Such colorful variations are clearly visible in the Piney Beach cabins (**Figure 10**). By the late 1930s, a method known as “split slab” stone cutting had been introduced which utilized larger, thinner pieces of stones as an exterior veneer.⁵⁰ The method worked extremely well with giraffe pattern work and made the process less labor intensive.⁵¹ Wells did not subscribe to the practice, however, continuing to produce stones no less than two (preferably three) inches deep. In Wells’ view, a building constructed with the thicker stones would “last forever.”⁵² Certainly in the case of Piney Beach, the Ozark stone has lasted throughout the duration. The buildings are as colorful and varied as when first constructed.

As mentioned, many properties along Missouri’s Route 66 provided examples of Ozark giraffe pattern stonework – restaurants, cabins, stores, gas stations and houses (see Devil’s Elbow Historic District for additional examples in Pulaski County). Such buildings are eye catching. Architecture was an important part of selling, particularly for businesses along a well-traveled highway such as Route 66. As the road became increasingly busy and populated with roadside businesses, owners sought ways to attract customers – often the building itself provided the eye

⁴⁷ Debbie Sheals, “Ozark Rock Masonry in Springfield, [MO], 1910 – 1955,” *The Society of Architectural Historians, Missouri Valley Chapter News Letter* (Summer 2006, Volume XII:2A), 1; Jo Schaper, “Building Giraffes Along Route 66,” *Show Me Route 66 Magazine* (Volume 23, No. 2, 2013): 12

⁴⁸ Schaper, 12-13; Sheals, 7.

⁴⁹ Toops, 1947.

⁵⁰ Sheals, 7.

⁵¹ Ibid.

⁵² Toops, 1947.

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catching appeal. Regional associations were charming to tourists and local businesses played on this technique. Nothing demonstrated a regional Ozark connection quite as effectively as giraffe stone.⁵³ Ozark stonework is one of the most popular and enduring of Missouri's vernacular building traditions and Piney Beach provides one of the state's best examples.

Conclusion

Piney Beach is an intact collection of seven Ozark "giraffe" stone cabins situated along Route 66 in eastern Pulaski County, Missouri. The property was constructed not long after the Big Piney River Bridge opened in 1945. The cabins served tourists and vacationers traveling Route 66, as well as individuals stationed or working at Fort Leonard Wood. The property is an excellent representation of a tourist court. Piney Beach is locally significant for its commercial (Criterion A) and architectural (Criterion C) significance. The property is nominated under the Multiple Property Documentation Form "Route 66 in Missouri" in relation to the context of "Automobile Tourism and Roadside Commerce." The period of significance relates to the cabins' date(s) of construction and years of development, c. 1952 – 1955, during which time the cabins were constructed, as was the property's access road that provided entry from Route 66.

⁵³ Liebs, 50-51.

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Verbal Boundary Description

The National Register property is a 3.2-acre (approximate) portion of a larger ownership parcel consisting of 36.67 acres. The property is located in Pulaski County (MO), Section 18, Township 36. The legal parcel associated with the property is defined in property records as PT Lot 4, Lots 1,9, Tract B – The Piney PT W2 NW4.

Boundary Justification

The parcel associated with Piney Beach encompasses 36.67 acres. Because the property is nominated for its associations with Route 66 and Ozark stone cabins, the boundary for the nominated property includes only the area that best represents these associations. The boundary for the property encompasses all of the historic buildings associated with Piney Beach during the period of significance (1952), as well as the portion of the property providing access to the river (from the cabins) and picnic area adjacent to Tank Route and Route 66 (1955). The district boundary encompasses the property's access road (south) leading from Highway Z (Route 66) and includes the cabins (west) lined by trees, the picnic area (east) immediately west of Route 66 and the property's "beach" area (north) adjacent to the Big Piney River. The nominated section of the owner's parcel encompasses approximately 3.2 acres.

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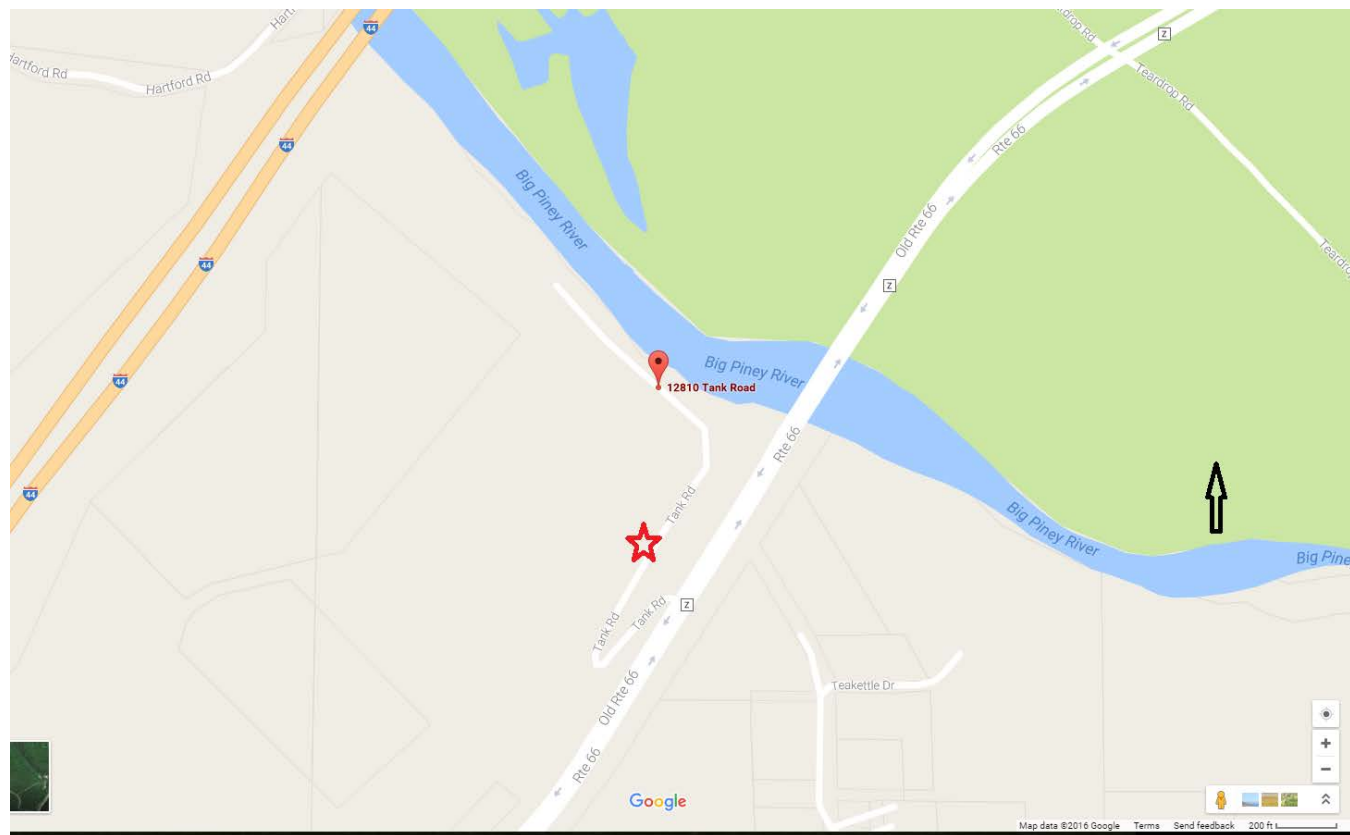


Figure 1. Location Map, Piney Beach (12810 Tank Road, Pulaski County, Missouri). Star indicates area where cabins are situated on the parcel. Source: Google Maps.

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Figure 2. Route 66 Map. Source: Vacation Guide. Available at: <http://www.arizona-leisure.com/route-66-history.html> (Access date: 20 July 2016).

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Figure 3. Note designation of “U.S. 60,” initially intended to be the numbering for the federal highway. (Source: Missouri State Highway Map, 1926. Available at Landmarks Association of St. Louis, Inc., Map Files).

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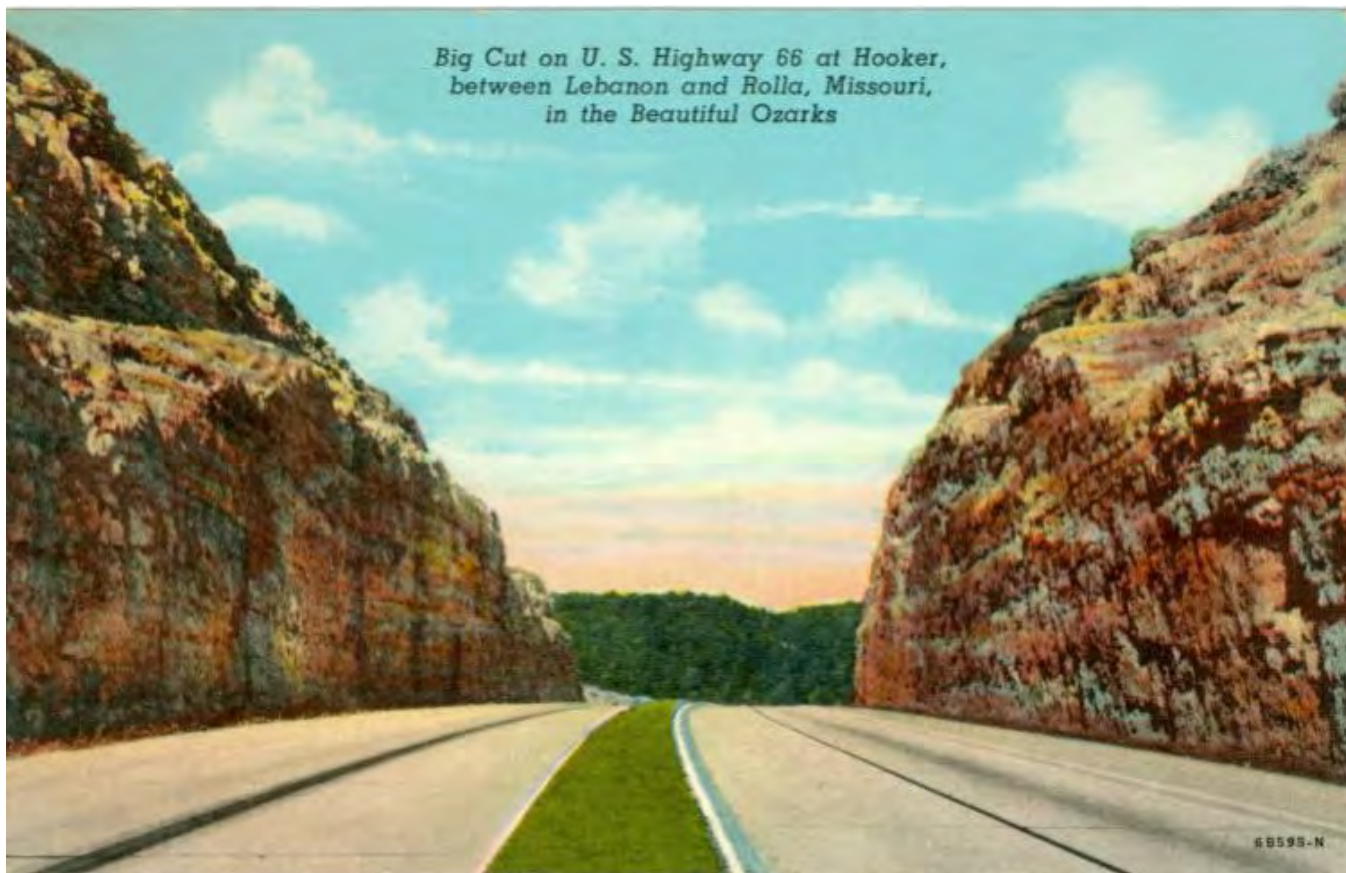


Figure 4. Postcard of Hooker Cut (Courtesy of Joe Sonderman).

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Figure 5. Piney Beach Bridge, view is northeast. Photo: Ruth Keenoy, 2014.

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Figure 6. Piney Beach cabins, view is southeast. Photo: Ruth Keenoy 2014.

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Figure 7. This residence in Hooker was originally Sterling Wells' Hillbilly Store (aka Wells Station) – one of the businesses to open after the Hooker Cut Route 66 alignment opened in the mid-1940s. The Wells Family operated a number of businesses in Hooker on Route 66 both prior to and after the new alignment was constructed. Photo – Ruth Keenoy, 2014.

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Figure 8. Wagon Wheel Cabin Court, Cuba, Missouri. Postcard courtesy of Joe Sonderman. Wagon Wheel is one of several Ozark stone motor courts in Missouri. The property is extant and listed in the National Register of Historic Places (NRL, 2003 – Wagon Wheel Motel, Café and Station, Crawford County, MO).

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Figure 9. Dallas E. Wells is likely the individual whose stone-cutting business provided the sandstone used to construct Piney Beach (Source: *Veterans Magazine* September 1947, clipping courtesy of Terry Primas and Sherry Wells Ernst – daughter of Dallas E. Wells).

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Figure 10. Stone detail on cabins at Piney Beach. Photo – Ruth Keenoy, 2014.

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Boundary Map, Piney Beach, Pulaski County, Missouri. Source: Google Maps.

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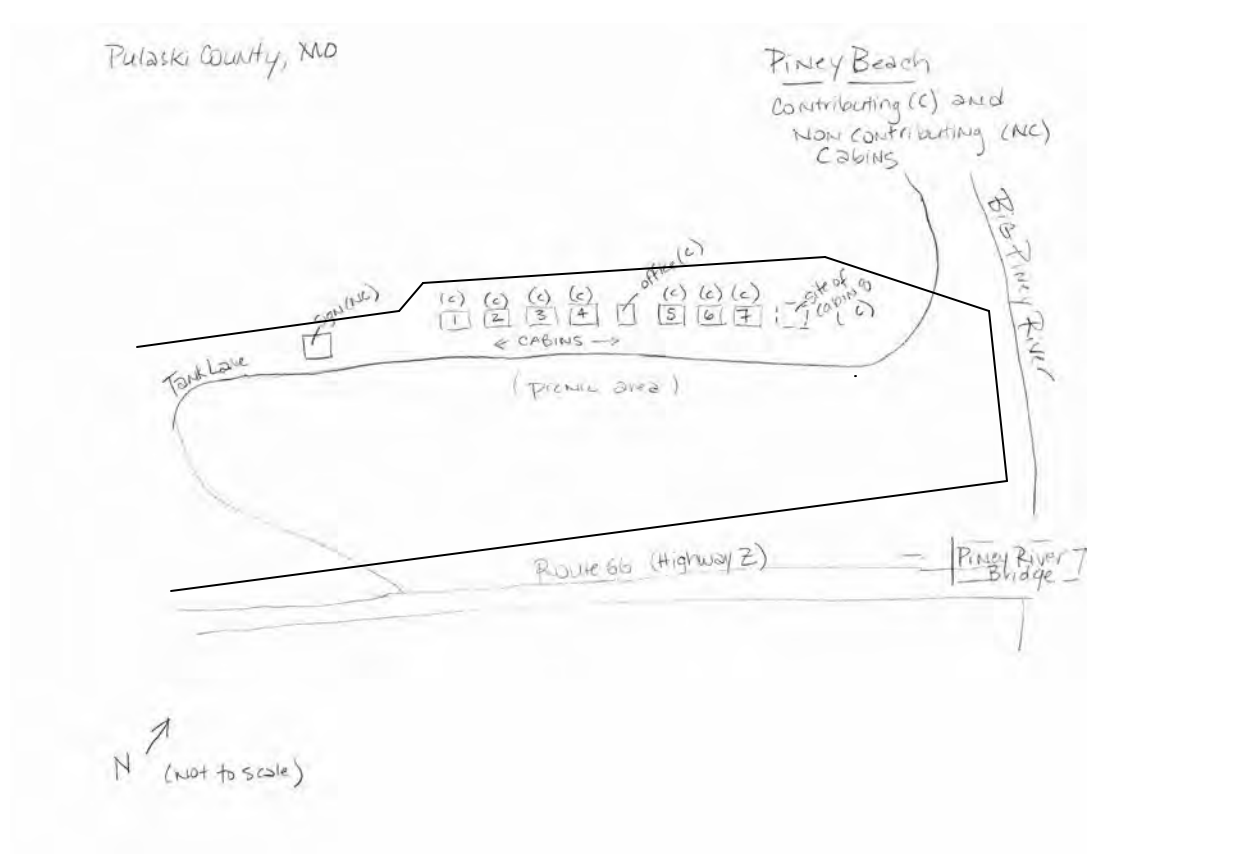


Image to the left is detail of district aerial map, illustrating location of the cabins. Sketch above identifies cabin numbers and contributing / non-contributing properties. Maps are not to scale. Solid black lines indicate district boundaries.

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Dave and Kathy Harbaugh
P.O. Box 1162
St. Robert, MO 65584



A wooden sign with a shingled roof, supported by two vertical posts. The sign is mounted on a large, flat rock. The background is a dense forest of green trees, and a paved area is visible in the foreground.

**PINEY
BEACH**

CABINS

573-512-0969



























WELCOME

