

preservation **issues**

NEWS FOR THE PRESERVATION COMMUNITY

MISSOURI DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION PROGRAM

★ Vol. 2, No. 3 ★

Route 66 Celebrates 66th!

... Route 66 has become a symbol of America's love affair with car travel

In National Register of Historic Places parlance, U.S. Route 66, designated as an interstate highway in 1926, is significant as the first national highway linking Chicago with Los Angeles. In 1938, U.S. Route 66 also became the first completely paved transcontinental highway in the United States, ensuring its popular choice as "the road" west for motorists. The highway is intimately associated with the explosive growth of automobile tourism and westward migration that occurred before and just after World War II. For example, an estimated 65 percent of the nation's west-bound in the 1930s traveled on U.S. Route 66. As a result, Route 66 has become a symbol of America's love affair with car travel - "66" has been enshrined in American popular culture as the legendary road to a better life out west or new romantic adventures in the tradition of "Buz and Tod."

During its heyday, U.S. Route 66 connected the corner of Michigan Avenue and Jackson Boulevard in Chicago to the ocean at Santa Monica, California, a distance of 2,448 miles. In Missouri, U.S. Route 66 crossed the Mississippi River at St. Louis, traveled westward more than 300 miles through ten counties and exited the state just west of Joplin. Its path in Missouri linked the downtowns of 27 commu-







nities, confirming two of its many nicknames: "The Main Street of America" and "The Mother Road." Efforts to construct the highway that would become U.S. Route 66 originated with passage of the Federal Aid Road Act in 1916. This law directed the U.S. Secretary of Agriculture to distribute highway construction funds and to cooperate with state highway departments in the planning, construction, and maintenance of rural roads. The U.S. Bureau of Public Roads was formed within the Department of Agriculture to administer the program and distribute funds. The need for an interstate road system was soon recognized and in 1926 an interstate highway system of 96,626 miles was designated. Each road was assigned a specific number; north-south routes were given odd numbers and east-west routes even numbers. Prior to the establishment of this numbering system, highways that crossed state lines possessed colorful

names such as the Lincoln Highway, the National Old Trails Highway, and the Old Spanish Trail, rather than numbers.

Competition for specific numbers was stiff as roads considered to be major east-west routes would be labeled with a number ending in 0 (i.e., 20, 30, 40, etc.), which were thought to possess more prestige. A dispute broke out over the use of the number "60", which was originally assigned to the road between

(See ROUTE 66, Page 3)

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May/June 1992

**Deputy
State Historic
Preservation
Officer**

On December 18, 1991, the Intermodal Surface Transportation Efficiency Act was signed into law. This federal legislation, which authorizes the expenditure of \$155 billion for highway and transportation projects over the next six years, provides both a challenge and an opportunity for preservationists.

Of particular interest to citizens concerned with preservation of cultural and natural resources is the law's Surface Transportation Program (STP). STP provides nearly \$24 billion for highway construction, bridge replacement, and development of mass transit. To balance the effect of such construction on the environment, the law contains provisions mandating the expenditure of STP funds for "transportation enhancements." Each state must set aside at least 10 percent of its STP allocation for enhancement activities which include:

- Provision of facilities for pedestrians and bicycles.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs.
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures or facilities, including historic railroad facilities and canals.
- Preservation of abandoned railway corridors, including the conversion and use thereof for pedestrian or bicycle trails.
- Control and removal of outdoor advertising.
- Archaeological planning and research.
- Mitigation of water pollution due to highway runoff.

Missouri's share of STP funds will be substantial. Preliminary estimates show that the amount available for transportation enhancements in 1992 alone will be over \$6.7 million, with another \$56 million available over the next five years. The monies will be administered by the Missouri Highway and Transportation Department.

The availability of these earmarked enhancement monies provides the opportunity to ensure that significant resources are preserved, restored, and interpreted in conjunction with transportation projects. Our challenge is to identify worthy preservation projects and to bring them to the attention of decision-makers at the state and local level. — *Claire Blackwell*

**Historic
Preservation
Revolving
Fund**

The former Wheeling Methodist Church has been sold by the Historic Preservation Revolving Fund.

The 118-year-old church, located at Lincoln and Market Streets in Wheeling, was previously threatened with demolition. The church was donated to the Historic Preservation Revolving

Fund by the Missouri West Conference of the Methodist Church, Inc. after declining membership caused the church to be closed. This cooperative effort has culminated in sale of the property to Annita Crocker, Kansas City, who has purchased the building and its contents from the department.

As owner of Flag Tours, Crocker intends to use the building in the company's summer Honor Student Camporee Program. This new program

will be open to students having a grade point average of 3.0 or better from approximately 20 counties. Beginning June 1, the first busload of students will begin a six-day tour of 22 cities throughout the state. The participants will learn about Missouri's industrial, agricultural, scientific, recreational, political, and cultural opportunities. The students will camp each night, and each overnight location will have a facilitator team in charge of coordinating meals, lectures, and other activities. The potential for the program's first year is for six buses to rotate throughout the state each week, ending August 31.

One overnight stop will be in Wheeling. One busload of approximately 40 to 50 students will camp at the church each night Monday through Friday. The church will be used with very little change to the structure itself. The beautiful stained glass windows and the bell tower will be retained. The pews will remain in the sanctuary for use during lecture sessions. Breakfast will be served from the kitchen and fellowship hall areas. Additional bathroom and shower facilities will be built at the rear of the fellowship hall area.



As with all properties assisted by the Historic Preservation Revolving Fund, all plans for rehabilitation or new construction must be approved by the Historic Preservation Program. Preservation covenants have been placed in the property's deed to ensure that all future owners will abide by these same rules.

Proceeds from the sale of the property will be returned to the Historic Preservation Revolving Fund so that they may be used to assist other endangered historic resources throughout Missouri. — *Jane Beetem*

(ROUTE 66, from Page 1)

Chicago and Los Angeles that was to become U.S. Route 66. Officials from Kentucky successfully lobbied for the reassignment of the number 60 to a road that traveled from Newport News, Virginia across Kentucky to the vicinity of Springfield, Missouri; the Chicago to Los Angeles road was momentarily renumbered 62, which was not acceptable to Missouri and Oklahoma highway officials. Correspondence between officials of the Missouri and Oklahoma highway departments, the Bureau of Public Roads and the American Association of State Highway Transportation Officials clearly document the level of emotional violence attached to this dispute, which was not settled until April 30, 1926. On that date, B.H. Piepermeier, chief engineer, Missouri State Highway Commission, and Cyrus S. Avery, chairman, Oklahoma Department of Highways, sent a telegram from Springfield to the Bureau of Public Roads which read:

REGARDING CHICAGO LOS ANGELES ROAD IF CALIFORNIA ARIZONA NEW MEXICO AND ILLINOIS WILL ACCEPT SIXTYSIX INSTEAD OF SIXTY WE ARE INCLINED TO AGREE TO THIS CHANGE WE PREFER SIXTYSIX TO SIXTYTWO

This telegram was the first use of the number 66 and thus Springfield can claim to be the birthplace of the fabled U.S. Route 66.

The original path of what was to be Route 66 in Missouri was previously identified as State Road 14. In 1926, virtually none of Route 66 was paved. Today, several remnants of the original Route 66 roadbed in Missouri are still unpaved and are used as county roads. On March 15, 1931, a Rolla crowd of 8,000, including Gov. Henry S. Caulfield, celebrated completion of the hard surfacing of all of Route 66 in Missouri,

several years prior to complete paving of the highway nationwide. Missouri was the third state to finish paving of its portion of the road.

The path of Route 66 in Missouri changed a number of times throughout its history (particularly, in the major cities of St. Louis, Springfield and Joplin), as funding for upgrading highways became available. For example, Route 66 originally crossed the Mississippi River at St. Louis on the McKinley Bridge, then switched to the Municipal Free Bridge (MacArthur Bridge) and finally to the Chain of Rocks Bridge.



Located on historic Route 66, the Coral Court Motel, ca 1941, in St. Louis County, is an excellent example of Streamline Moderne roadside architecture. Listed in the National Register of Historic Places.

Because of changes in highway construction technology, U.S. Route 66 was antiquated by the late 1940s. The Interstate Highway Bill of 1956 provided federal funding for limited access highways that bypassed cities and towns and introduced a new style of highway travel. Missouri's stretch of Route 66 was rendered obsolete with the parallel construction of Interstate 44, and historic 66 lost its federal identification number in 1985.

Fortunately, much of the original highway corridor and roadbed in Missouri remains intact and is currently used as a county or state access road. Missouri is blessed with three stretches of intact 1931 concrete roadbed in excellent condition that have never been

resurfaced with later asphalt material. A number of historic bridges remain, some of which predate the highway's designation as U.S. Route 66. Among commercial establishments associated with the highway, outstanding examples of tourist courts and early motels remain. A strong sense of "time and place" still exists along much of Route 66 in Missouri. The scenic beauty of some stretches of the road, untouched by modern development, probably qualify segments of the highway corridor as a cultural landscape historic district.

Although many buildings associated with U.S. Route 66 in Missouri are in an excellent state of preservation, others stand forlorn and forgotten by the side of the road. Roadside architecture, by its very nature, is fragile and easily susceptible to destruction by redevelopment efforts; unfortunately, its historic significance often goes unrecognized by the general public. However, interest in the preservation of historic U.S. Route 66 is high nationwide (see Page 6). This year is the 66th anniversary of U.S. Route 66 and Missouri preservationists are hopeful the associated publicity will increase public awareness and ensure the highway's existence for another 66 years. —Beverly Fleming

A&D Grants Available

The Historic Preservation Program expects to have approximately \$50,000 in Historic Preservation Fund grant monies for awards to projects involving the stabilization or restoration of Missouri resources related to the theme of transportation.

To be eligible, properties must be listed in the National Register of Historic Places and must meet the priority criterion of transportation significance.

Acquisition and Development (A&D) grants are provided on a 50:50 matching basis. Potential applicants should write or call Nancy Faerber, program secretary, at (314) 751-7858.

"The automobile has had perhaps a more profound effect than anything else on the fate of architecture and building in America, both in what it has created and in what it has destroyed." – David Plowden

The future profound effects of the automobile on Missouri architecture was not immediately apparent. Missouri's earliest gas stations were located in existing buildings; hardware, grocery and feed stores, blacksmith shops, and livery stables were the most popular locations. Gasoline was hand pumped or poured from a holding tank into a can, often by the customer, and carried to the car. But early in the 20th century a new building type appeared – the filling station.

The prototype for the modern filling station as we know it today was constructed in St. Louis by the Automobile Gasoline Company. The company had also perfected a gasoline pump design which transferred gas from an underground tank directly to an automobile tank through a hose. The prototype station consisted of modern pumps and a small office building located on a paved drive-through lot. And, by 1905, the Automobile Gasoline Company had built a chain of these retail filling stations in St. Louis.

Generally, however, there were still too few autos in most parts of the state to justify station construction, although new gas pumps began to appear on the streets in front of existing buildings. Many Missourians, however, had yet to see their first automobile in 1905. It wasn't until 1912 that cars began to be manufactured in large numbers; the market for gas increased proportionately, and filling stations began to be constructed on roads and highways throughout the state.

The fastest rise in auto ownership occurred between 1919-1922. In 1919, 244,427 cars were registered in Missouri compared to 391,669 in 1922 or an increase of more than 62 percent. As one might expect, a proliferation of filling stations began mushrooming along the open road and in St. Louis and Kansas City, stations dotted the urban

landscape at a rate of one every two or three blocks by the end of the four-year period.

Given the large numbers of gas station buildings being constructed in the early 1920s, it is not surprising that their appearance was a concern to local citizens and municipal officials in Missouri's towns and cities. Urban Missourians also were greatly influenced by the ideals of the City Beautiful movement which promoted public ordinances restricting the design of new construction to styles which were compatible with the surrounding neighborhood.

Because of the political and social pressure locally and a desire to improve their public image, some oil companies began to build more substantial and even high-style "artistic" gas stations. And, following the City Beautiful proscription, their appearance mimicked that of their neighbors. All of the popular architectural styles and building types during the three-decade period, 1920-1950, could be found constructed for the purpose of selling gas to cultured consumers. Some artistic stations looked like Spanish missions, others like Greek temples, or the country homes of the English nobility – their design was dependent on that of their neighbors – and they were regarded as civic assets.

During the same 30-year period, inexpensive prefabricated buildings grew in popularity for use in less prominent and less fashionable locations. Most of the prefab stations were metal framed with large industrial steel sash, steel siding and roof. They were also, typically, very small – about the same size as the cars they serviced.

Stations were also designed and built by do-it-yourselfers or local carpenter/builders. Most were small, inexpensive, and simply detailed. Occasionally, however, a local builder left

his distinctive trademark on the building in the form of fine brick, stone, or millwork.

Whether architect or builder designed or mass-produced prefabs, the favorite building type for stations was small scale residential; they looked like little houses. Two of the most popular architectural styles for houses during the first four decades of the 20th century – bungalow and cottage – were also the most popular styles for Missouri filling stations.

Bungalow styles, typically, were brick- or stucco-clad with low hipped roofs and a front projecting canopy supported by square columns, a combination of characteristics which gave them the appearance of a small bungalow with a front porch.

Cottage stations were clapboard, brick or stucco clad, with very steeply pitched multiple gable roofs, and tall chimneys; flower boxes, trellises, and foundation plantings enhanced the overall cottage effect. Early 20th century revival styles of architecture, particularly Spanish, Mission, Tudor, and Colonial, also were used for Missouri gas stations but were much less prevalent.

By 1940, a radical change in filling station design had begun to occur. Newly built Missouri stations no longer looked like small houses. A definitive filling station style had evolved with a new and modern look which was to last nearly two decades. The new look, primarily Streamline Moderne and International Style, consisted of a rectangular, flat roofed, metal clad box with service bays on one end and an office at the other. The office end generally had a large wraparound display window while the service bays had multi-lite, overhead doors. Matching pumps were located on a concrete island in front of the building, and a large pole-mounted sign placed near the street.

Historic filling stations are among

Missouri's most threatened historic resources. In the state's metropolitan and suburban areas, development pressures have rendered them virtually extinct; when the real property these small buildings occupy has the same appraised value with or without the station on it, their demolition is

imminent. In St. Louis, for example, which has been intensively surveyed, only five stations built prior to 1945 have been located; three of those five have suffered an irreversible loss of integrity.

Although a survey of historic Route 66 conducted this year will

identify filling stations along the "Mother Road," information on stations in other parts of the state is urgently needed. You can help! Send photos and locational information to Karen Grace, Editor, *Preservation Issues*, P.O. Box 176, Jefferson City, MO 65102. — Karen Grace



Early stations like Downing's, left, hand pumped gasoline into a can which was carried to a waiting car. Chilhowee National Register Historic District (Johnson County) photo ca 1914. Right, gas is hand pumped into a can to be carried to a waiting auto.



FILE PHOTO



FILE PHOTO

Left, this 20-foot tall gas station, built in 1937, is an example of literalism in commercial architecture. The Big Pump, located on Highway 71, just north of Maryville in Nodaway County, is

listed in the National Register of Historic Places. It housed an office and restrooms and also served as a sign.



The prototype of the modern gas station (above) was constructed in St. Louis ca 1905.

FILE PHOTO



PHOTO JANET MUSICK

Bungaloid-style station, Springfield, Greene County, ca 1920s.



PHOTO LOWELL DAVIS, OWNER

Red Oak II, Jasper County (near Carthage), a ca 1920s frame, English Cottage style station restored by owner Lowell Davis.

This beautifully detailed Spanish Revival style station in Camdenton, Camden County, was constructed in 1931.



PHOTO KAREN GRACE

Archaeology Profiles

In Search of the Santa Fe Trail

In 1821, William Becknell, a Missouri trader, guided the first successful trading venture 1,200 miles from Franklin, Missouri, to Santa Fe, New Mexico. Those who followed blazed a network of trails primarily seeking profit in commerce. In 1987, the route traversed by both Hispanic and American traders received Congressional recognition as a National Historic Trail.

Subsequently, the National Park Service inventoried 194 trail-related sites and landmarks. In 1991, Colleen Hamilton and Brad Mueller of the Archaeological Survey, University of Missouri-St. Louis retained by The URBANA Group, Inc., visited 48 historic sites along the Santa Fe Trail. The Historic Preservation Division, Office of Cultural Affairs, New Mexico, administered the project which will result in 40 National Register nominations.

Sites visited in 1991 included rutted trail segments, stream crossings, land-marks, residences, and archaeological remains of stage stations, camp sites, way stations, towns, and military outposts. Field investigators mapped and photographed sites and inventoried physical remains. Investigations focused on the main passages, including the Mountain Route and the Cimarron Cutoff, recognizing that a complex of trails exists.

Among Missouri sites inventoried were Old Franklin, Harvey Spring/Weinreich Ruts, Grand Pass Ruts, and the ruins of Blue Mills. Little remains on the surface of Old Franklin where Becknell began his trail adventure. Deeply in debt, he advertised his plan to trade horses and mules and catch wild animals in the west. Trade con-

tinued from Old Franklin until 1828 when the Missouri River swept the town away. Comparison of modern river and soil maps to historic plat maps suggests that portions of the old town remain intact. Three surface artifact scatters were recently identified. Ceramic artifacts and construction recovered in 1991 dated between 1810 and the 1860s.

Among the most visible trail segments in Missouri are a series of four deep ruts which cross in front of Ed Weinreich's farmhouse near Marshall. They strike west then turn south in front of his house, continue into adjacent woods, cross an intermittent stream, and proceed up a ridge where they disappear.

A second set of ruts is visible from a public road in Grand Pass, Missouri. Grand Pass, a notable landmark along the trail, is formed by a terrace between the Salt Fork and the Missouri River. Today the ruts cross Grand Pass Methodist Church property. The westernmost rut is visible as it traverses a ridge occupied by a cemetery. Nineteenth century burials intrude on the rutted landscape.

Archaeological remains are represented at Blue Mills, Missouri, where remnants of an 1834 gristmill are situated on private property. Two mills were operated on the site by Michael Rice, Samuel C. Owens, and James and Robert Aull, merchants active in the Santa Fe trade.

Today, remnants include a smooth cut limestone foundation extending into the east bank of Blue Mills Creek. The creek that powered the mill has been cut off from the channel and lies stagnant. The extent of subsurface deposits is not known.

As a result of the program, National Register nominations from several Missouri sites will be reviewed by the Missouri Historic Preservation Program. — *Colleen Hamilton*

A long-time Missouri resident, archaeologist Colleen Hamilton now works for the Navajo Nation in Window Rock, Arizona.

HPF Grants Awarded

The Historic Preservation Program is pleased to announce the following Historic Preservation Fund (HPF) grant awards for fiscal year 1992.

- **Kansas City AIA** for Architectural Assistance - \$12,000
- **Ozark Foothills Regional Planning Commission** for Butler County Survey - \$20,550
- **St. Louis County** for Lemay Survey - \$4,395
- **Route 66 Association** for Route 66 Survey - \$11,531
- **University of Kansas** for Documentation of Hickory Hills Farms - \$3,361
- **University City** for Northside Survey - \$5,775
- **Blue Springs** for Preservation Plan - \$6,422
- **MO-KAN Regional Planning Commission** for Savannah Survey - \$18,200
- **Southwest Missouri State University** for OzarksWatch - \$2,250
- **South Central Ozarks Council of Governments** for Rock Structures Survey - \$13,000
- **Poplar Bluff** for Staff Assistance - \$4,639
- **Bonnets Mill Betterment Association** for National Register Nomination - \$875
- **Show Me Regional Planning Commission** for Antebellum Building Survey - \$14,005
- **Kansas City** for Landmarks' Staff Assistance - \$9,660
- **Excelsior Springs** for Boarding House Survey - \$7,500
- **St. Louis County** for Meramec South Survey - \$5,530
- **Independence** for Survey Plan - \$9,394
- **Joplin** for Plan and Design Guidelines - \$15,747
- **Putnam County Foundation** for Putnam County Survey - \$8,400
- **Terrell Martin** for Sheltered Site Survey - \$5,600
- **Show Me Regional Planning Commission** for Barns and Outbuildings Survey - \$2,879
- **St. Louis** for Preservation Intern - \$5,460

Preservation Challenge: How to Save a Highway?

Interest, nationwide, in the preservation of U.S. Route 66 has generated the formation of eight state organizations across the country in recent years: Illinois, Kansas, Oklahoma, Texas, New Mexico, Arizona, California and Missouri. The Route 66 Association of Missouri was incorporated in 1990 as a not-for-profit organization with the stated purpose: to preserve, promote, and develop old Route 66 in Missouri – “The Main Street of America.” Current membership is 409 and encompasses preservationists, antique car buffs, memorabilia collectors, business owners along the route, and other interested persons, many of whom travelled the road in its heyday.

During its first year of existence the association successfully worked for the passage of state legislation which designated Route 66 an historic highway in Missouri. The legislation, sponsored by State Representative Jim Mitchell, former Representative, J. Dan Woodall, and Senator John Russell, permitted the Missouri State Highway and Transportation Department to accept donations for the posting of signs along the route. Twenty-five communities, ten counties, a number of businesses and private individuals, and the association raised \$19,000 over a six-month period to post approximately 300 signs across the state.

The first sign was installed in

Springfield during a special celebration on July 3, 1991, and the remaining signs were installed by November of last year. Unfortunately, theft of the signs has been a continuing problem. Signs located on the state right-of-way (approximately 90 percent of the historic route) were installed by the state highway department and will be maintained by them in perpetuity. Signs along the remaining 10 percent of the route were installed by local jurisdictions.

Currently, the association is assembling a road map and driving tour brochure for the route in Missouri, which will be available for the 1992 summer tourist season. The association is also exploring various options for the establishment of a museum or information kiosk on the highway's history.

The Historic Preservation Program recently awarded the Route 66 Association of Missouri a \$11,531 Historic Preservation Fund grant to undertake a statewide architectural and historic survey of properties associated with U.S. Route 66 in Missouri. The survey is a critical component in a national and state effort to document, recognize and preserve the historical significance of this legendary highway to the west.

Unlike a number of other state Route 66 organizations, which tend to focus on driving and commercial promotion of the route, the Missouri association is committed to preserving the historic roadbed and the buildings and structures associated with the highway's history. Association members have documented all of the highway's various paths in Missouri throughout its existence. The recently funded survey will provide much needed data to ensure the preservation of tourist courts, garages, service stations, restaurants and other properties on the highway that owe their existence to U.S. Route 66.

Information gathered in the state study will probably be incorporated into a national study currently under-

(See CHALLENGE, Page 8)

MISSOURI

Historic Architecture

“Artistic” Gas Stations 1920-1940

Characteristics:

- Architect designed, often one of a kind;
- Usually located in or near upper-middle class residential neighborhoods;
- Generally have the appearance of large stylish dwellings;
- Exhibit a variety of architectural styles dependent on period or location;
- Station design was greatly influenced by the City Beautiful movement (see page 4) and sometimes regulated by local ordinance.

PHOTO ESLEY HAMILTON



Designed by H.A. Pope & Sons, Inc. in 1931, this French Eclectic style station reflects the belief of the City Beautiful movement that station design be compatible with the surrounding neighborhood. Located in University City, St. Louis County.

(CHALLENGE, from Page 7)

way by the National Park Service. In 1990, Congress authorized the National Park Service to undertake a study of Route 66 nationwide to evaluate its significance in American history, options for its preservation, use, and interpretation. To date, only Arizona has listed segments of the highway corridor (no buildings), which travels through National Forest Service land, on the National Register of Historic Places. National Register nomination projects are underway in Oklahoma and New Mexico. In Missouri, the only property listed on the National Register, due to its association with U.S. Route 66, is the Coral Court Motel, located in south St. Louis County on Watson Road. The Association hopes to change that situation in the future.

To obtain membership information write to: The Route 66 Association of Missouri, P.O. Box 8117, St. Louis, MO 63156.

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preservation **issues**

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Dates to Remember

Sacred Trust V, the 5th annual conference on historic religious properties May 6-9 in Baltimore. Call (215) 546-1288 for more information.

National Historic Preservation Week, "Preservation: Bring History to Life," May 10-17. For a Kansas City Region calendar of events, call (816) 795-8655. For information on St. Louis area events, call Landmarks St. Louis (314) 421-6474.

Route 66 Association of Missouri meeting June 13 at Gasconade Hills Resort, vicinity of Hazel Green. Call (816) 795-8655 for more information.

Accessibility and Historic Preservation, a workshop for public officials on the Americans with Disabilities Act and historic properties. Two locations: May 26-28, Springfield, MA; June 18-20, Denver, CO. Call (802) 674-6752 for more information.

BARN AGAIN! Farm building preservation awards nomination deadline August 1. Call National Trust Mountains/Plains Regional Office at (303) 623-1504.

Great American Home Awards application deadline August 31. For an entry form write to Home Awards, National Trust for Historic Preservation, 1785 Massachusetts Ave., N.W., Washington, DC 20036.

(GRANTS, from Page 6)

- **St. Joseph** for North St. Joseph Survey - \$7,000
 - **Landmarks St. Louis** for Preservation Planning - \$24,130
 - **Green Hills Regional Planning Commission** for Caldwell County Survey - \$11,563
 - **Kansas City** for Brochure Series - \$3,100
 - **Southwest Missouri State University** for North Fork River Survey - \$9,570
 - **Southwest Missouri State University** for Lake Taneycomo National Register Nomination - \$3,500
 - **Kansas City Landmarks** for Archaeological Plan - \$23,500
 - **Neosho** for Neosho National Register Nomination - \$4,300
- For more information concerning HPF grants contact Jerald Stepenoff at (314) 751-7858. - *Jerald Stepenoff*

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