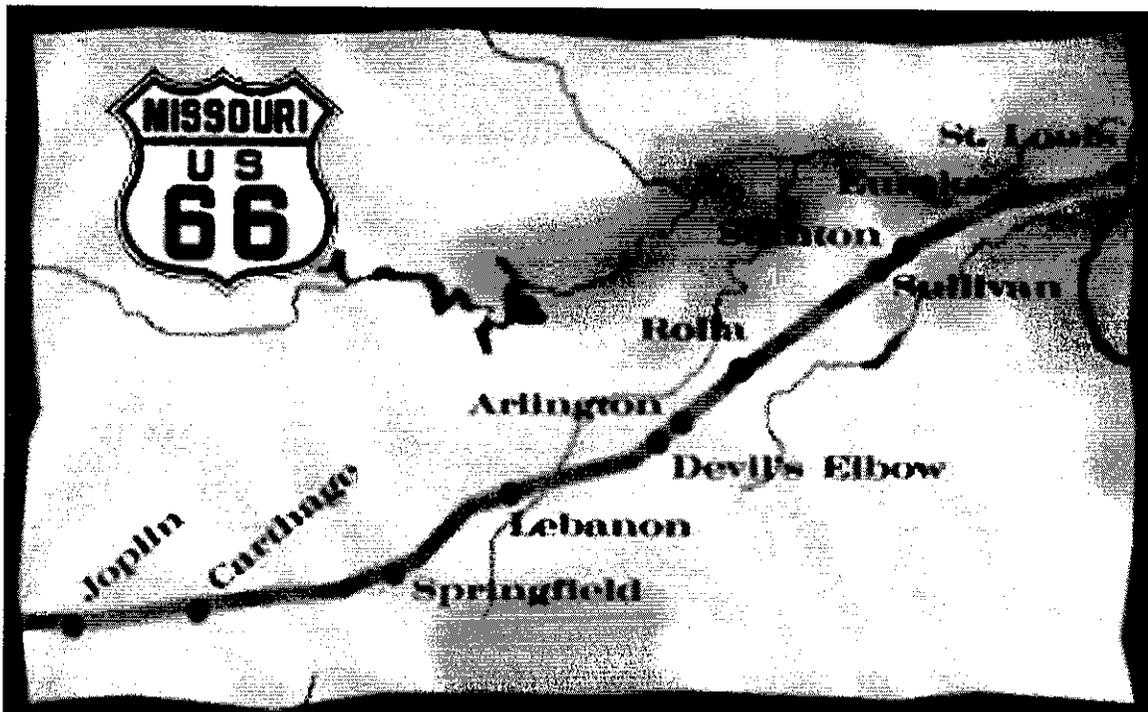


# ROUTE 66 IN MISSOURI SURVEY AND NATIONAL REGISTER PROJECT

PROJECT NO. S7215MSFACG

## SURVEY REPORT



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January 14, 2003

**The Phase II Survey of Route 66 in Missouri was funded by  
a grant to Missouri State Historic Preservation Office  
from the National Park Service, Route 66  
Preservation Program**

**The consultants would like to acknowledge the assistance of the Route 66  
Association of Missouri, Tom and Glenda Pike, Skip Curtis,  
Carol Grove, Ph.D., and Megan Dean.**

# **SURVEY OF TRANSPORTATION-RELATED RESOURCES ALONG ROUTE 66 IN MISSOURI**

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## **Introduction and Methodology**

### **Objectives**

The current survey project (hereafter referred to as Phase II survey) continued the work begun in a 1992 survey (hereafter referred to as Phase I survey) of transportation-related properties on Route 66 in Missouri. The Phase II survey was aimed at two primary objectives: evaluation of the resources that were identified, but not evaluated in the Phase I survey and development of a survey report summarizing the findings of the two phases of the survey of Route 66 resources in Missouri. In both phases of the survey, the identification and evaluation of resources was limited to the transportation-related resources along Route 66 in Missouri. Additional goals established for the Phase II survey included the evaluation of the historic resources along Route 66 in terms of eligibility for listing on the National Register of Historic Places and the creation of a database of survey properties. Both of these objective are aimed at providing the State Historic Preservation Office and the Route 66 Association of Missouri with a planning tool for the management and promotion of the historic resources along Route 66 in Missouri.

### **Project Scope:**

In September 1992, a survey of the transportation-related resources along Route 66 in Missouri was begun. Using the Secretary of the Interior's Criteria for Evaluation, four criteria were developed to use as a basis for identifying and evaluating resources for the survey.

1. A building, structure, site or object which was designed or used to serve the travel trade on U. S. Route 66 and was constructed between the years 1926-1955.
2. A building, structure, site or object which may be eligible for individual National Register listing.
3. A building, structure, site or object which contributes to the highway corridor's sense of time and place and historical development and may therefore be a contributing resource in a National Register district.
4. A building, structure, site or object which is necessary to fully develop and evaluate the highway's historic context or associated property types.

Preliminary fieldwork and research by the Phase I project consultant and the Route 66 Association of Missouri yielded a list of 266 resources (representing 233 individual sites) which appeared to meet the four criteria established for the purposes of the survey.<sup>1</sup> This list included properties in the counties of Crawford, Franklin, Greene, Jasper, Laclede, Lawrence, Phelps, Pulaski, St. Louis, and Webster, and in the city of St. Louis. In April 1993, the scope of the survey was amended, and the number of counties to be surveyed was reduced to five – Franklin, Lawrence, Jasper, St. Louis (city and partial county), and Webster. Ultimately, 173 inventory forms were completed. A brief final report was also written to summarize the findings of that phase of the project.

For the current (2002) Phase II Route 66 survey project, the consultants, Debbie Sheals and Becky Snider, continued the survey that was begun in 1992. All of the information compiled

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<sup>1</sup> Maura Johnson, Architectural/Historic Survey of Route 66 in Missouri. (St. Louis: Route 66 Association of Missouri, 1993), Summary Report., p. 1.

during the 1992-93 survey was entered into a survey database. In addition, the remaining 105 sites (144 individual resources) that were identified, but not inventoried, were documented, researched and entered into the survey database. The consultants also reviewed earlier surveys that covered areas in the path of Route 66. Information from the inventory forms for transportation-related resources on Route 66 from these surveys was compiled and included in the survey database. Many of these resources are bridges along Route 66 for which inventory forms were generated as part of an Historic American Engineering Record (HAER) survey.

More than 75 previously unidentified resources were also documented as part of the Phase II survey. To distinguish these new properties from the ones identified in Phase I, they were given 100 level survey numbers. Many of these resources were initially identified by historian Skip Curtis. Mr. Curtis provided the consultants with information about more than 100 properties along Route 66 that had not been identified in the Phase I survey. A separate database was created for properties identified by Mr. Curtis, but not surveyed as part of the Phase II survey project. (See Appendix F)

### **Geographic Boundaries of the Survey**

This survey was limited to transportation-related resources along Route 66 in Missouri. Only resources directly related to travel and transportation along Route 66 were evaluated. The database that was developed from previous and current survey information includes resources from all of ten counties in Missouri through which Route 66 traversed including resources along abandoned alignments.

### **Archival Research**

In the Phase II Survey, the consultants used primary and secondary resources to determine, when possible, historic uses, construction dates and early owners for the properties identified but not researched in the Phase I Survey. However, only limited research was done on the properties that were newly identified in the Phase II Survey. Archival research identified information about the general history of Route 66 and roadside architecture, with specific attention to the development and resources of Route 66 in Missouri. The topic of Route 66 has captured the attention of many writers in recent years, and a number of highly respected historians have published books and articles about the beginnings of Route 66, its effect on the country and on the local communities it passed through, and its demise. In addition, the topic of the development and proliferation of all types of roadside architecture has also been widely covered in the mainstream press and in scholarly journals. These sources and many others related to the development of transportation in Missouri were used. The consultants also reviewed primary sources to assist in the dating and evaluation of individual properties.

The location of historical source materials used for the survey includes the State Historical Society of Missouri, Ellis Library at the University of Missouri – Columbia, the Missouri Department of Transportation archives, county historical societies, and the private collections of several local historians, particularly those involved with the Route 66 Association of Missouri. Highway, city, telephone, and lodging directories as well as Route 66 guidebooks and historic postcards, were used to establish construction dates and to identify early owners. However, due to the rural location of many of the survey properties, some properties were not included in these directories or guidebooks and little historical information about them was found. Local newspapers were also used to develop additional information about specific properties. Sanborn Fire Insurance Maps and Missouri Department of Transportation Highway Maps provided very limited historical

information about the survey properties because maps existed for only a few towns along the route and because these maps rarely extended beyond city limit boundaries.

The Route 66 Association of Missouri and, in particular, Skip Curtis, also assisted in the compilation of current names and address information as well as historic owner information for property owners within the survey area.

### **Fieldwork**

The fieldwork for the survey was, for the most part, limited to those resources previously identified, but not documented in the 1992-1993 survey. However, many of the resources that were surveyed in Phase I were also rechecked during the Phase II fieldwork. The entire length of Route 66 in Missouri was driven by the consultants and field notes about the current condition of some of the previously surveyed resources has been included in the database. Transportation - related resources that were discovered during the course of the fieldwork for the project were also documented and added to the database.

Basic physical information about the properties was recorded on inventory forms. (See Appendix I) An electronic template for the forms was developed using Filemaker Pro 5.0. Final inventory forms have been printed on archival paper.

Black and white photographs were also taken of each property that was not recorded in the 1992 survey or other related surveys. Streetscapes and general views were also taken to document potential historic districts and/or cultural landscapes.

Potential historic districts and intact cultural landscapes received separate evaluation and analysis by Dr. Carol Grove.

## **Historic Context**

### **Automobile Tourism and Roadside Commerce Along Route 66 in Missouri**

The historic context for Automobile Tourism Along Route 66 in Missouri traces the development of Missouri's roads and highways from early trails to the national interstate system, with an emphasis on the history of U.S. Highway 66. It is divided into six major sections which detail the early transportation routes in Missouri, the promotion and development of roads in response to the proliferation of automobiles, the creation of the highway system and Route 66, the effects of the depression and World War II on highway and roadside business development, the golden years of Route 66, and the creation of the national interstate system which precipitated the decline and decommissioning of Route 66.

#### **Early Transportation Routes**

Although transportation modes in Missouri in the twenty-first century are radically different from those used by the first inhabitants of this land, many of the roads that we use today follow routes that were established centuries, if not millennia, before the first European settlers ventured into this area. Buffalo, deer and other animals created some of the earliest traces as they migrated from one area to another following the paths of least resistance. These traces were also used by Native American tribes and became established Indian trade and hunting trails. "Because these trails followed the easiest and most direct routes, many of them became the first roads used by European settlers, and, in turn, our modern highways."<sup>2</sup>

Early explorers of Upper Louisiana territory initially followed the area's extensive natural waterways. However, when they ventured beyond the banks of the rivers into the uncharted wilderness, they discovered trails worn into the landscape by the animals and Indian tribes that inhabited the region. The earliest account of an expedition by a European into what is now Missouri dates to 1542. That year a group led by explorer Hernando DeSoto crossed the Mississippi into the Upper Louisiana Territory. DeSoto sent a small group north along an Indian trail to LaSaline for salt. "With this penetration of the Missouri wilderness to present Ste. Genevieve County, DeSoto left his name on one of the state's earliest known trails, a trail that has left its mark on the present highway system."<sup>3</sup> During the next two centuries as the Missouri territory was explored, the Indian tribes that inhabited the area were encountered and the many trails that they used were discovered. These trails, along with the Missouri's system of riverways influenced later settlement and transportation routes. A map, which was included in the thesis Early Roads in Missouri by Martha May Wood, shows the major Indian trails that were in existence in Missouri before European settlement of the area.<sup>4</sup> (Figure 1) Many of these trails, particularly those south of the Missouri River, were established and used by the Lower Osage tribe; most of these trails became roads and eventually highways.

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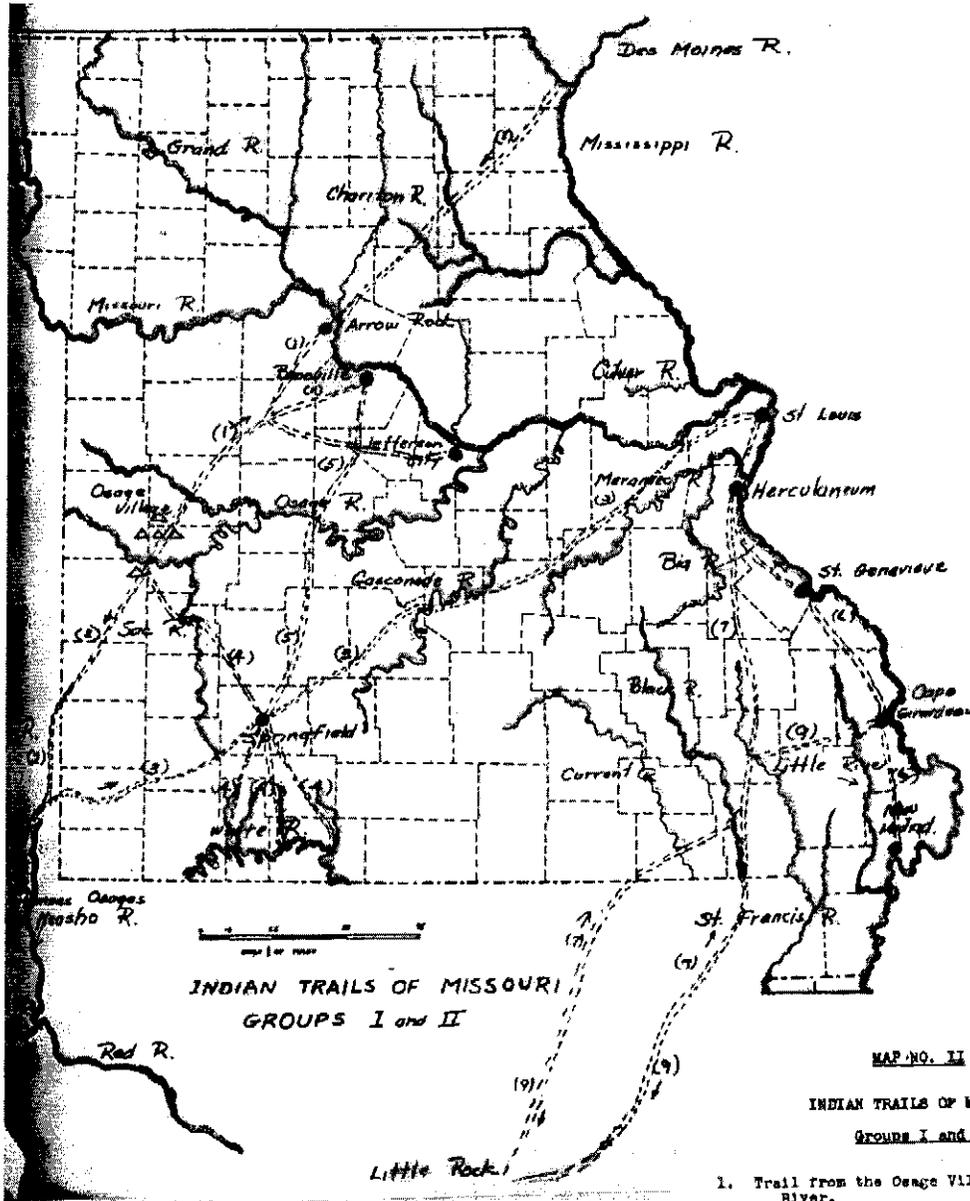
<sup>2</sup> Workers of the Writers' Program of the Work Projects Administration, Missouri: The WPA Guide to the "Show Me" State. (St. Louis: Missouri Historical Society Press, 1986), p. 98.

<sup>3</sup> Missouri State Highway Commission, Roads & Their Builders. (Jefferson City, MO: Missouri State Highway Commission, n.d.) p. 9.

<sup>4</sup> Martha May Wood, "Early Roads in Missouri." (M.A., University of Missouri, 1936), Map No. II.

**Figure 1: Indian Trails of Missouri**

Source: Early Roads of Missouri by Martha May Wood, 1936.



- MAP NO. II  
INDIAN TRAILS OF MISSOURI  
GROUPS I and II
1. Trail from the Osage Villages to the Missouri River.
  2. Hunting Trail from the Osage Villages to the Verdigris River and the Red River.
  3. Return Trail of the Osages from the Verdigris River to St. Louis.
  4. Hunting Trails from the Osage Villages to the White River Region.
  5. Return Trail from the White River Region to Boonville.
  6. Shawnee Trail or old "Indian Trail."
  7. St. Louis - Natchitoches Trail.
  8. Trail of the Sacs and Foxes to the Villages of the Osages.
  9. Vincennes - Natchitoches Trail.

The trails of the Lower Osage Indians branched out in several directions from their villages south of the Missouri River on the west side of the state. Some of these trails led south to hunting areas near the White, Arkansas and Verdigris Rivers while others led north to the villages of other Indian tribes. However, the longest and best known of the Osage trails led from hunting grounds in present-day southern Missouri, northern Arkansas, and eastern Oklahoma to St. Louis where there was a market for trading with European settlers. This trail, which grew to be known simply as the Osage Trail "roughly followed the highlands between the Missouri and Mississippi rivers, crossing the Gasconade river on its headwaters near present Waynesville in Pulaski County."<sup>5</sup> Despite its importance, the Osage trail, like most of the trails in the Upper Louisiana area, remained mainly an Indian trail until the nineteenth century when white settlers began pushing into the heart of the territory newly acquired by the United States as part of the Louisiana Purchase.

In the eighteenth century, when the Upper Louisiana area was ruled by the French and later, the Spanish, a number of traces, which roughly followed established Indian trails, were in use along the Mississippi and Meramec Rivers. These traces developed into crude roads as a result of early lead mining activities in the area and as a result of the establishment of French and later, Spanish posts at St. Louis, Ste. Genevieve, Cape Girardeau and New Madrid. Early miners followed an Indian trail that led from Mine La Motte to the Mississippi's west bank across from Fort Chartres. By 1735, Ste. Genevieve had developed into a settlement at this river crossing point, and this trail had become so well-established that it could be considered a road. It was called the Three Notch Road because it was marked by three notches in trees along the route.<sup>6</sup>

When Spain took control of Upper Louisiana in 1770, the development of the area was still limited mainly to St. Louis and to the mining settlements. However, in the late eighteenth century the Spanish government began encouraging settlement of the area west of the Mississippi by United States citizens in an effort to keep the settlement of the area by the English from Canada in check. As settlements were established in New Madrid and Cape Girardeau in 1789 and 1793 respectively, another trace from St. Louis to New Madrid, which was also based on the Shawnee Indian trail, quickly developed.<sup>7</sup>

Following the Louisiana Purchase in 1803, the increased settlement of the area west of the Mississippi resulted in new roads. The first law concerning roads in the Missouri territory was passed in 1806. It provided for the establishment and maintenance of roads in each district. Two years later, Territorial Governor Meriwether Lewis signed a law providing for a road between St. Louis and New Madrid. Each of the four districts through which the road passed was to pay for its part of the road.<sup>8</sup> Over the next decade, roads also began to stretch westward along the Boonslick Trail and north along the Mississippi River. The Boonslick Road was the first east-west road, and it was the first road in the area that was not based on an Indian trail.<sup>9</sup> These roads were established by laws passed by Missouri's territorial government and, for the most part, were financed by the districts they ran through. However, a few roads were funded by private individuals or by subscription. In 1814, Missouri's territorial road laws were rewritten and all roads established by any court were declared "public roads."

With new roads being constructed in the Missouri Territory and new settlements being established, enterprising citizens started businesses to accommodate the hundreds of emigrants.

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<sup>5</sup> Missouri Highways - the First 200 Years, 1966 Annual Report. (Jefferson City: Missouri State Highway Commission, 1966).

<sup>6</sup> Missouri State Highway Commission, p. 12.

<sup>7</sup> Wood, p. 47.

<sup>8</sup> Missouri State Highway Commission, p. 14-15.

<sup>9</sup> Ibid, p. 21.

Not only were stagecoach routes established, but also taverns, Missouri's earliest roadside businesses, were constructed along those routes. Like the tourist courts that developed along Missouri highways in the early twentieth century, these taverns provided a variety of services including food, lodging and mail.

In the Missouri tavern, the pioneer settler and the wandering stranger were first welcomed to our soil. In this early wayside inn business was transacted, religion preached, duels decided, politics discussed and frequently settled, towns founded, courts convened, and hospitality dispensed.<sup>10</sup>

By 1821, the year Missouri became a state, four main trunk line roads were in existence: the St. Louis-New Madrid Road, also known as King's Highway, the Boonslick Road, the Salt River Road and the St. Louis-Arkansas Road, also known as the St. Louis-Natchitoches Trail.<sup>11</sup> Upon admission to statehood, Missouri, like other states newly admitted to the Union, was given a grant for the construction of roads, waterway improvements and schools. The funds for this grant, known as the three-percent fund, were derived from a portion of the proceeds of the sale of public lands.<sup>12</sup> In 1829, the Missouri General Assembly officially designated the three-percent fund as a road and canal fund to be distributed equally among the counties. With the exception of construction of military roads, the three-percent fund was, however, one of the only federal subsidies for Missouri roads until the twentieth century. The policies established by two controversial road projects, the Cumberland Road and the Maysville Turnpike, would set the tone for the federal government's participation, or lack thereof, in the construction and management of the country's roads.

In 1806, an act was passed by the President and Congress authorizing the construction of a national road known as the Cumberland Road. The design and construction of the road took twelve years and the traffic on the road was so heavy that it was in need of repair soon after the road was put into use. To fund its maintenance, Congress passed a bill in 1822 authorizing the collection of tolls on the Cumberland Road. President Monroe, however, vetoed this bill on the grounds that collecting a toll was, in effect, assuming jurisdiction over the land upon which the road was constructed on, a power that Congress did not have. Eventually, the legislatures of Ohio, Pennsylvania, Maryland and Virginia agreed to accept responsibility for the maintenance of their state's section of the road. This Presidential veto virtually halted Federal appropriations for road maintenance.

The Maysville Turnpike Veto of 1828 produced a similar result with regard to Federal appropriations for road construction. President Jackson vetoed a bill that would have subscribed 1500 shares in the Maysville Washington, Paris and Lexington Turnpike Road Company to the U.S. Government. In his veto, the President noted that the Constitution delegated the construction of roads to the states and that an amendment to the Constitution would need to be made to shift this responsibility to the Federal Government.<sup>13</sup>

Because the only Federal subsidy for Missouri roads was the three-percent fund, the state had to find ways to pay for road construction and maintenance. One such method was taxation.

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<sup>10</sup> Missouri Highways - the First 200 Years, 1966 Annual Report. (Jefferson City: Missouri State Highway Commission, 1966), p. 23.

<sup>11</sup> Wood, p. 75-76.

<sup>12</sup> U. S. Department of Transportation Federal Highway Administration, America's Highways 1776-1976. (Washington, D.C.: U. S. Government Printing Office, 1976), p. 17.

<sup>13</sup> Ibid, pp. 19-23.

As a result, the construction of early Missouri roads was facilitated, in part, by the creation of a poll tax by an act of the General Assembly in 1822. The act stipulated that each county was responsible for maintaining its roads and that all free males between the ages of 16 and 45 were required to maintain the roads within their district. The tax could be paid in cash, but few were able to do so. Instead, each county would periodically have a "road bee" to work on the local roads. Although the road did receive some attention, these work details were very much social events. As Walter Williams and Floyd Shoemaker noted in Missouri, Mother of the West,

Working the roads was really a festive occasion. Its social value was beyond question. It was really a time for local gossip and for story telling. The fate of the state and nation was heatedly debated. "Inside stories" of recently past political maneuvers were made public. There were guesses on future political line-ups. Questions of supremacy in running, jumping and wrestling were settled in a practical way. There was also some work on the roads, rarely under skilled direction....The dirt was moved around a bit. There was an effort to build up the center of the road so each side would slope almost to the degree of the roof of a house.<sup>14</sup>

Prior to 1821, immigration into Missouri had largely been restricted to the areas along the Mississippi and Missouri Rivers and along the Boonslick Trail. However, in the early 1820s, settlers began moving into the interior portions of the state and laying claim to lands in central and southern Missouri. Because this area had been designated as reservation land for the Delaware and Kickapoo Indians, conflicts arose between the white settlers and the Indians. The Indians appealed to the government and their claim to the land was upheld. However, "in 1832, the Delawares and the Kickapoos ceded the land in this region back to the United States. Many of the early white settlers then returned to their former claims and began permanent settlements."<sup>15</sup>

Greene County was established in 1833 and a land office was set up in Springfield in 1835. With the rapid settlement of this area and the development of Springfield as the most important town in the southwest region of the state resulted in a need for a better road between St. Louis and Springfield. It was this road which was later developed into U.S. Highway 66. As a result, a series of laws in 1837 and 1838 authorized the construction of a state road from St. Louis to Springfield. The St. Louis-Springfield State Road roughly followed the route of the Osage Trail, which was also referred to as the Kickapoo Trail. Later, during the Civil War when the Federal Government installed telegraph lines along the Osage Trail, it became known by a new name – the Old Wire Road.

In the mid-nineteenth century, along with demands for more roads came the expectation for continued improvement in road conditions. Roads were often impassable for several days after a rainstorm. One of the early attempts to create a hard-surface road was the plank road. These roads, which were similar to the plank sidewalks found in many burgeoning towns, were constructed with oak sills laid parallel to the roadway and planks laid on the perpendicular across the sills. In the late 1840s and early 1850s, more than 50 plank-road companies were granted charters to build plank roads in Missouri. Seventeen plank roads were actually constructed in Missouri, including the longest and most famous plank road in the United States. The 42-mile long Ste. Genevieve, Iron Mountain and Pilot Knob Road was completed in 1853. It had five toll

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<sup>14</sup> Walter Williams and Floyd Calvin Shoemaker, Missouri: Mother of the West. 5 vol., vol. 2, (Chicago and New York: The American Historical Society, Inc., 1930), p. 601-602.

<sup>15</sup> Wood, p. 84.

gates and was used primarily to haul iron ore. However, a short four years after it was completed, the Ste. Genevieve, Iron Mountain and Pilot Knob Road was made obsolete by the completion of the Iron Mountain Railroad.<sup>16</sup> Initially, plank roads seemed like a good way to create a smooth hard road surface, but they were costly to build and they often warped or sunk into the mud. Although a few plank roads in Missouri remained in use until the early twentieth century, the development of railroads shifted the focus of the American public away from road building.

In 1836, a convention was held in St. Louis to promote the development of railroads in Missouri. Nine delegates from eleven Missouri counties were represented at the meeting in which the construction of two railroad lines was recommended and a petition to Congress was written. The petition asked that Congress release 800,000 acres of public land to railroad companies to encourage railroad development.<sup>17</sup> Shortly after this convention, a number of railroad companies were incorporated by the legislature. However, all of these companies failed in the nationwide financial crisis of 1837. Despite the failures of these early railroad companies, nationwide enthusiasm for railroad transportation continued to grow. In 1849, a national railroad convention was held in St. Louis. More than 1000 delegates from thirteen states attended this convention and the construction of a transcontinental railroad was widely supported.

The construction of railroad lines in Missouri began in earnest in 1851, and by 1860, Missouri could boast almost 800 miles of track within the state. The Hannibal and St. Joseph Railroad and the Pacific Railroad were the first two companies incorporated in Missouri. Although the Pacific began construction first in 1851, the Hannibal and St. Joseph was the first railroad company to stretch its tracks to Missouri's western border.<sup>18</sup> A number of other railroad companies were chartered and began construction of lines in Missouri in the 1850s.

Missouri railroads were financed in part by individual contributions and subscriptions, and railroad promoters often solicited right-of-way donations of land from individual property owners. However, as was the case in other states, most of the early railroad companies were the beneficiaries of federal and state aid in the form of transportation contracts, loans, and grants of funds and land. In 1838, Congress designated all railroads as "post roads," thereby facilitating faster mail delivery and providing another source of income for the railroads as they were constructed. "The Federal government eventually received a handsome return on its grants to the railroads. One of the conditions of these grants was that the aided railroads transport Government troops, mail and freight at reduced rates."<sup>19</sup> In contrast, the railroad companies were frequently delinquent on their repayment of loans to the State of Missouri. The Hannibal and St. Joseph Railroad was the only one of the railroad companies that did not default on its repayment of state aid. In 1859, state aid for railroad construction ended in Missouri, and, over the next decade, the state foreclosed on several companies, losing millions of dollars in the process.<sup>20</sup>

Despite the great hardship and cost of construction, railroad expansion in the United States reached a feverish pitch during the years following the Civil War and Missouri was an integral part of this expansion. Railroads quickly surpassed steamboats and stagecoaches as the method of choice for transporting people and commodities. Railway mileage in Missouri increased from 2,000 miles of track in 1870 to 6,142 miles in 1890.<sup>21</sup> As the early roads had followed established

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<sup>16</sup> Missouri State Highway Commission, p. 32.

<sup>17</sup> Workers of the Writers' Program of the Work Projects Administration, Missouri: The WPA Guide to the "Show Me" State. (St. Louis: Missouri Historical Society Press, 1986), p. 100.

<sup>18</sup> Williams and Floyd Calvin Shoemaker, p. 367.

<sup>19</sup> U. S. Department of Transportation Federal Highway Administration, p. 32.

<sup>20</sup> Williams and Floyd Calvin Shoemaker, p. 367.

<sup>21</sup> Walter Williams, ed., The State of Missouri: An Autobiography. (Columbia: Press of E.W. Stephens, 1904), p. 195.

## Figure 2: Transportation Map of Missouri

Source: The State of Missouri, by Walter Williams, 1904.



animal and Indian trails, so did many of the routes for the new rail lines. When it was constructed, the St. Louis and San Francisco Railroad substantially followed the Ozark Trail.

As it did throughout the country, the construction of the railroad also opened up vast new areas of settlement in Missouri. Not only did towns develop along the new rail lines to serve as shipping and trading points, but also the railroad companies themselves built new towns and boosted existing town's populations and economies when they established maintenance shops and service points along their routes. In these towns, rows of commercial buildings quickly began to appear on the streets around the depot offering goods and services to railroad passengers and employees and to the farmers who brought their goods into town to be shipped off on the railroad.

By the late-nineteenth century, the railroad had become the dominant form of long-distance transportation in America. Along with the many benefits the proliferation of railroads brought to America, there were some losses associated with the development of this form of transportation.

The spread of the railroad appeared to remove any need for a national highway system, or even state systems. Roads might still be needed for strictly local traffic, but this was a responsibility that could be left to local authority, as it always had been, and if local authority did the job badly, why, that too was the way it always had been.<sup>22</sup>

This attitude, which was pervasive among many American citizens, many of whom lived in the big cities or in a town on a railroad line, resulted in a general apathy towards America's roads. However, outside of the major cities, local travel was still by way of wagon roads, and the construction of roads, although they were primitive, continued throughout the country during the second half of the nineteenth century. As the authors of America's Highways 1776-1976 note, between 1850 and 1900, "well over 1 1/2 million miles of rural roads were built in the United States."<sup>23</sup> Although these roads provided farmers with a means to bring their products either to the local market or to the nearest shipping point, most, due to lack of funds, were unimproved and poorly maintained. Poor road conditions made life more difficult for people living in rural areas, lessened the amount of product that the farmers could haul to market, and increased the cost of local goods to people in the cities. Interestingly enough, roads in the United States were not bad due to a lack of knowledge of how to make them better. A number of advances in road construction technology, including brick and asphalt paving, were in use on city streets as early as the 1870s.<sup>24</sup> However, it would take the development of new modes of transportation to rekindle the American public's interest in road construction and road improvement.

#### **Boosterism and Early Road Development: 1885-1925**

The invention of the safety bicycle and the automobile in the 1880s changed transportation methods forever, but also these inventions changed the country's perception of the importance of good roads. Prior to the development of the bicycle and the automobile, transportation along the country's roads was primarily associated with trade and settlement. However, as a result of these two inventions, the nation's roads and streets also became venues for sport and tourism.

The original high-wheeled bicycle was popular when it was introduced in the United States in the 1870s, but it was difficult to ride and its design was incompatible with women's fashions of the period, thereby limiting its use to men. In contrast, the "safety bicycle" was much more stable and could be used by anyone. It was introduced in 1885 and "almost overnight, cycling became a national craze in the United States."<sup>25</sup> Not only was the bicycle viewed as a form of general transportation, but also cycling became a national pastime. By 1896, more than one million bikes a year were being sold in the United States.<sup>26</sup> As Americans began riding their bicycles beyond the city streets out onto the country's rural roads, the deplorable condition of those roads was brought to the forefront.

During the same period that the safety bicycle became popular, a number of inventors in Europe and the United States were developing self-propelled vehicles. The first automobiles began to pitter down America's streets in the early 1890s and word about these curious vehicles

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<sup>22</sup> John B. Rae, The Road and the Car in American Life. (Cambridge, MA and London, England: The MIT Press, 1971), p. 26.

<sup>23</sup> U. S. Department of Transportation Federal Highway Administration, p. 37.

<sup>24</sup> Rae, p. 27.

<sup>25</sup> U. S. Department of Transportation Federal Highway Administration, p. 42.

<sup>26</sup> Russell Bourne, Americans on the Move: A History of Waterways, Railways and Highways. (Golden, Colorado: Fulcrum Publishing, 1995), p. 112.

was quick to spread throughout the country by way of newspapers and magazines. At first, many considered the automobile a novelty. However, the convenience, efficiency and freedom offered by these “horseless carriages” quickly became apparent, and the automobile soon became an accepted mode of transportation. The concept of automobile touring was also developed, and automobiles became more than just being a new method of transportation; they became synonymous with a spirit of adventure and the exploration of the United States. This image was undoubtedly instrumental in the rapid proliferation of the automobile. However, like the bicyclists, early motorists were frequently hampered by the country’s poor road conditions. As a result, the movement to improve the roads in the United States received a huge boost in support from automobile manufacturers and dealers, from motorists, and from the many business owners who foresaw the commercial possibilities of highway travel.

Although the federal government and some state governments began in the 1890s to demonstrate some receptivity to shouldering the responsibility for constructing and maintaining the country’s major roads, full acceptance of this responsibility was still several years away. In the absence of state and federal participation, a variety of grass-roots organizations worked to provide America with better roads. These groups included social organizations whose members were interested in road-dependent activities such as cycling or automobile touring, road booster groups and trail associations whose members were local businessmen, farmers and elected officials who were interested in improving a specific road or constructing a new highway along a particular route, and professional organizations whose members’ livelihoods were directly tied to the road. While all of these groups had the same basic goal – better roads – each organization worked towards that goal in a different way.

The League of American Wheelmen was one of the first national organizations to lobby for better roads. The League was formed in the 1880s when the original, high-wheel bicycle was introduced, but the club took on a national presence as the widespread proliferation of “safety bicycles” led to the formation of “wheel clubs” all over the country. Initially, the League organized bicycle tours and races and promoted cycling as a sport, but “very early in its life the League perceived that cycling as a sport depended on good roads and it transformed itself into a powerful propaganda and pressure group for promoting them.”<sup>27</sup> In an effort to carry their message to the American people and to the federal government, League members wrote newspaper articles and printed pamphlets promoting a “good roads” movement in America, and the organization published a magazine called *Good Roads*. Information in the League’s propaganda touted the superiority of roads in Europe, the potential for the improvement of American roads, principles of good road building, and the benefits of all-weather roads.

Another organization composed of road enthusiasts that became a powerful lobby for good roads was the American Automobile Association. In 1902, a number of state and local automobile clubs banded together to form AAA. In addition to providing its members with maps and guidebooks and to publishing information about highways, automobiles, and traveler services, AAA quickly became a national voice for automobile owners and enthusiasts and was instrumental in the development of the early federal highway legislation. While the national AAA lobbied for better roads at the national level, the state and local automobile clubs continued to work for change in their own states, counties and cities. The Automobile Association of Missouri was one of the state organizations out of which the national organization was formed. The Automobile Association of Missouri led the movement in 1920 “which resulted in an amendment to

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<sup>27</sup> U. S. Department of Transportation Federal Highway Administration, p. 42.

the state constitution authorizing the sale of \$60,000,000 of road bonds for the purpose of building state roads through the State Highway Department."<sup>28</sup>

In contrast to organizations such as the League of American Wheelmen and the American Automobile Association, who lobbied state and federal legislators and printed propaganda, the road booster groups and the trails organizations had much more specific agendas. They raised money for road and highway construction and maintenance, marked the roads and trails under their organization's purview, issued maps and guide books and organized work details to maintain the roads and trails. Some of these booster groups were statewide organizations, some had a regional focus, and others were interested in national highway development.

Two of the earliest statewide road booster groups in the nation were formed in Missouri. The Missouri State Roads Improvement Association was formed in 1883 and had its first annual convention in Sedalia that same year. Named after the movement and magazine created by the League of American Wheelmen, the Missouri Statewide Good Roads Association was organized in 1891. It was the first Good Roads Association in the country.<sup>29</sup> At the meetings of these statewide groups, counties sent "delegates" to provide information about road conditions in their areas and to represent their county's interests in future road projects. Following Missouri's lead, Good Roads Associations were organized in other states and in many of the metropolitan areas. By 1901, "there were over 100 organizations promoting good roads, including six distinctly national road associations."<sup>30</sup>

### Figure 3: Ozark Trails Pole Marker

Source: Auto Trails and Commercial Survey of the United States, p. 3.



Trail associations, such as the National Old Trails Road Association and the Ozark Trails Association, which were formed in 1913 and 1915 respectively, tended to be regionally, if not nationally based since they promoted routes that often crossed state lines. Although these groups often worked to garner both financial and fundamental support for the specific trail or highway route that their organization promoted, they also lobbied for better roads throughout the country. One of the largest of these organizations, the Ozark Trails Association, was founded by Arkansan,

<sup>28</sup> H. R. Walmsley, ed., The State of Missouri Book. (Kansas City: Lewis Printing Co., 1932), p. 205.

<sup>29</sup> Missouri State Highway Commission, p. 47.

<sup>30</sup> U. S. Department of Transportation Federal Highway Administration, p. 43, 48.

S. H. "Coin" Harvey to encourage the improvement of roads in the Midwest and the Southwest. Some of the original members of this group, including Cyrus Avery and John T. Woodruff, became the most influential leaders of the highway movement.

The National Good Roads Association (NGRA), one of the most active and aggressive of the grass-roots organizations promoting good roads, was formed in 1900. NGRA was responsible for one the most flamboyant and most successful publicity campaigns for the good roads movement. Conceived of by Colonel William H. Moore of St. Louis, the leader of the NGRA, the Good Roads Train was basically a traveling road show that educated the public on the benefits of improved highways. The first run of the Good Roads Train left Chicago with nine flatcar loads of road machinery and two sleeping cars filled with machinery operators, highway officials, road experts and members of the press. Between April and August 1901, the Good Roads Train

**Figure 4: Good Roads Train**

Source: *American Highways: 1776-1976*, p. 48.



stopped in sixteen cities in five states. At each stop, sample earth, gravel and stone roads were constructed and road conventions were held. Over the next two years, additional Good Roads Trains traveled across the country spreading the doctrine of the good roads movement. Most of the cost of this campaign including the road machinery and the trains was covered by donations.<sup>31</sup>

Although it was not technically a booster group, the American Association of State Highway Officials was one of the most important organizations in the creation of federal legislation for roads. Comprised of highway officials and engineers from each state, state highway commissioners, and the staff of the U.S. Office of Public Roads, which was created as the Office of Road Inquiry in 1893, AASHO was established as a venue for the discussion of legislative,

<sup>31</sup> *Ibid*, p. 49.

economic and technical subjects related to the national highways. The founding members of the group, who were appointed by President Woodrow Wilson, were charged with drafting "a legislative proposal for federal cooperation in road construction."<sup>32</sup> AASHO became, in effect, a liaison between the states, the booster organizations, and the federal government. Furthermore, the early highway legislation bills including the Federal Aid Road Act of 1916 and the Federal Highways Act of 1921 were basically drafted by AASHO. Several years later in 1925, AASHO took on the challenge of drafting a system of numbering and marking the national highways.<sup>33</sup>

Other important organizations, which were formed in the early twentieth century and became powerful lobby groups for the good roads movement, include the National Association of Rural Letter Carriers, the American Road Makers, and the Travelers Protective Association of America.

It was the efforts of all of the various organizations interested in better roads that resulted in changes in road construction and maintenance policies at the state and federal level. These organizations helped to prove that there was widespread support for interstate highways, for governmental management and oversight of road construction and improvement and for the levying of bonds and the assessment of taxes to finance road projects. Beginning in the 1890s, the federal government and some state governments began to take incremental steps towards a return to governmental participation in the financing and management of road projects.

The first such action was the Agricultural Appropriations Act of 1893, which resulted in the formation of the Office of Road Inquiry (ORI) and the appointment of General Roy Stone as Special Agent and Engineer for Road Inquiry.<sup>34</sup> Although the ORI had no power to influence or direct any road construction or maintenance projects, the research done by the office showed the serious deficiencies of the country's roads. In its later incarnation as the Office of Public Roads, this agency took the lead in the development and testing of road materials and the dissemination of information on road construction techniques through demonstrations and lectures.

The Post Office Appropriation Act of 1913 was the next major step along the path to federal assistance for roads. Under the auspices of aid to the Post Office for improved rural mail delivery, this bill appropriated federal funds for the improvement of certain post roads and, most importantly, authorized the appointment of a committee to investigate the topic of Federal aid to highways. The Post Office Appropriation Act of 1913 also reinforced the partnership between the Federal Government and the states for funding the country's roads. States who received funding for the post road improvements had to match the Federal funds on a 1 to 2 ratio.

Between 1913 and 1916, a number of Federal-aid road bills were introduced into Congress, but all were met by opposition of one form or another. The bill that formally extended federal aid for road construction and improvement was introduced by Representative Dorsey William Shackleford of Missouri and passed by Congress in 1916. The significant provisions of the Federal Aid Road Act of 1916 included an annual appropriation of \$25 million for the construction and improvement of rural post roads, an equal cost-share ratio with the states, and apportionment of federal funds based on each state's population and post road mileage. In addition, all states had to have an organized highway department to be eligible for federal aid, and it was the burden

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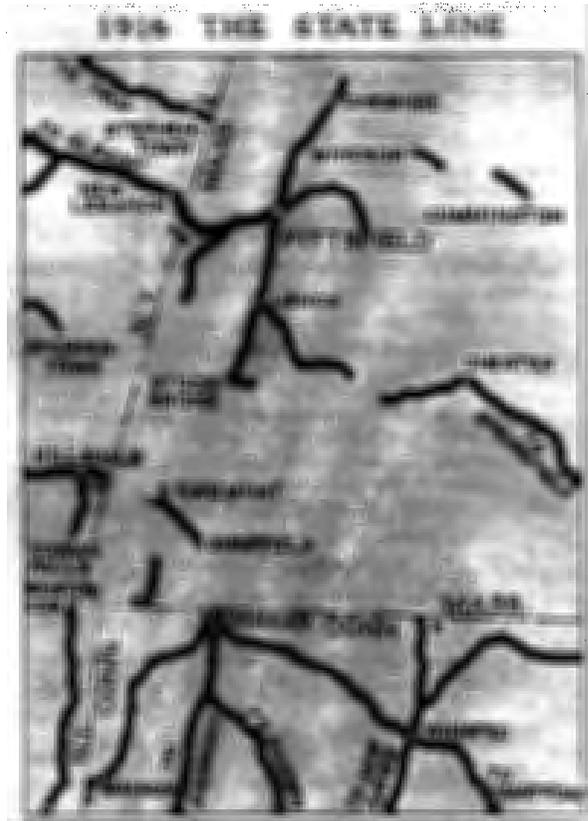
<sup>32</sup> Richard F. Weingroff, "For the Common Good: The 85th Anniversary of a Historic Partnership," Public Roads, March/April 2001, from the U.S. Department of Transportation Federal Highway Administration website, <http://www.tfhrc.gov/pubrds/marapr01/commongood.htm>.

<sup>33</sup> Albert C. Rose, Historic American Roads: From Frontier Trails to Superhighways. (New York: Crown Publishers, Inc., 1976), p. 98.

<sup>34</sup> *Ibid*, p. 44.

**Figure 5: 1916 illustration of disconnected roads**

Source: *America's Highways: 1776-1976*, p. 106.



of the states to maintain these federal-aid roads.<sup>35</sup> As a result, the 1916 Act not only ensured the construction and improvement of America's roads, but also their maintenance.

Furthermore, the Federal Aid Road Act of 1916 reinforced the concept of a partnership between the Federal Government and the states for the stewardship of the country's roads. It was not long, however, before the deficiencies of the 1916 Act came to light. Perhaps the biggest defect was the fact that no stipulation was made that the rural roads constructed or improved with federal aid had to connect to one another. This resulted in a series of short segments of improved roads, but not a network of higher-type roads or "highways" either within each state or between states. The use of Federal aid by the states was also problematic since few states had any mechanism in place to raise the funds needed to match the Federal aid dollars. Furthermore, the outbreak of World War I left the states short on trained engineers to lead road construction, short on men to perform the roadwork and short on materials for road projects.

The Federal Highway Act of 1921 corrected some of the problems of the 1916 Federal Aid Act. The 1921 bill "required the states to designate a connected system of main rural roads that would be eligible for federal monies, with the caveat that these main roads amount to no more than 7 percent of all of the rural roads in the state."<sup>36</sup> In addition, the bill appropriated \$75 million for fiscal year 1922 and increased the limit of Federal participation in road costs to \$20,000. The bill concentrated a sizable amount of money on a limited number of road projects, and thereby

<sup>35</sup> Quinta Scott and Susan Croce Kelly, *Route 66 - the Highway and Its People*. (Norman and London: University of Oklahoma Press, 1988), p. 8.

<sup>36</sup> *Ibid*, p. 9.

produced significant improvements in the country's interstate road system. Additional appropriations for Federal aid for fiscal years 1923-1925 were secured with the Post Office Appropriation Act of 1923; the authorization of appropriations for future years allowed state governments to plan their own matching appropriations and also negotiate lower wages and construction materials.<sup>37</sup>

New Jersey and Maryland were the first two states to respond with state aid programs in 1891 and 1894 respectively, but slowly over the next two decades all of the other states in the country would enact some form of state aid legislation. Assistance at the state level varied widely from state to state. At the very least, most states appointed a State Highway Engineer or Commission to work with the counties on road issue. In some states, the state aid consisted only of advice to counties on road building techniques while in others, convict labor was employed to work on the roads and laws were passed appropriating state funds for road construction and improvement.

In Missouri, state aid for roads began in 1903 and in the following years, the state's commitment to participate in the creation and maintenance of good roads in Missouri was solidified. The development of state aid programs and highway agencies paralleled that of the federal government.

In 1903, the Missouri Legislature passed a law that appropriated the proceeds of a \$2 annual state license fee for the operation of motor vehicles to each county's general road fund. A year later, a tax on private railroad cars operating in Missouri was also designated for use in the construction and repair of public roads and apportioned to the counties.<sup>38</sup>

In 1906, Missouri Governor Joseph Folk called a statewide good roads convention in Chillicothe. At this convention, which was attended by 200 appointed delegates and thousands more interested citizens, a number of resolutions were written calling for the state to take the lead managing the state's roads.

They called for a state highway engineer, setting up a road engineering course and materials testing laboratory at the University of Missouri, state aid to counties for public roads, constitutional convention to supply adequate sources of revenue and use of the drag to maintain dirt roads.<sup>39</sup>

Most of the demands stated in these resolutions were satisfied by a series of bills that were passed by the Missouri State Legislature in 1907. The position of State Highway Engineer was created and a State Road Fund was started with the payment of approximately \$500,000 from the Federal Government for a Civil War claim.

Another idea that was presented at the Good Roads Convention in Chillicothe was the construction of a cross-state highway from St. Louis to Kansas City. That project was not included in the 1907 bill, but proponents of the cross-state highway continued to promote it. In 1911, Governor Hadley appointed a committee to study the feasibility of the idea. That summer, the committee announced an inspection tour of the three proposed routes. The cross-state highway was not built for several more years. However, the four-day inspection tour created a flurry of road improvements along each of the proposed routes, and "it awoke the spirit of good roads and

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<sup>37</sup> *Ibid*, p. 108.

<sup>38</sup> "Missouri Highways - the Years Between," (Jefferson City: Missouri State Highway Commission, 1967), Annual Report. p. 5.

<sup>39</sup> "The Men and the Early Years," (Jefferson City: Missouri State Highway Commission, 1962), Annual Report. p. 38.

it demonstrated by mass use of the automobile that the motor car was here to stay – and to be reckoned with.”<sup>40</sup>

Prompted by the passage of the Federal Aid Road Act of 1916, the Missouri Legislature passed the Hawes Law in 1917. The Hawes Law created a State Highway Board and revived the position of State Highway Engineer, which had been replaced by a State Road Commissioner in 1913. The Board and the Engineer were charged with the task of designating no less than 3,500 miles of “state roads.” These roads, which accounted for approximately 7 percent of the total mileage of all the roads in the state, would be the roads in Missouri eligible for federal aid. The Hawes Law also created a permanent state road fund.<sup>41</sup>

A tremendous number of roads projects were initiated in the late 1910s as a result of the passage of the Hawes Law and the Morgan-McCollough Act, which authorized yearly grants to each county in the amount of \$1,200 per mile for the construction of state roads. Despite this allocation of additional funds, the counties were still responsible for some of the cost of roadbuilding. The principle vehicle for raising money at the county level for local road projects was the sale of county bonds. In some counties, the bond campaigns were highly successful, enabling the construction and maintenance of many roads; in others, they were utter failures and few road projects were accomplished.

By 1920, 346,838 motor vehicles were registered in Missouri. However, less than ten percent of the designated system of 7,640 miles had been constructed.<sup>42</sup> The realization that better roads were needed at a much faster pace than the counties could finance them led to two landmark pieces of road legislation in Missouri. In 1920, a successful campaign to “Get Missouri Out of the Mud” resulted in an amendment to the state constitution authorizing the sale of \$60 million in state road bonds. This amendment provided for the payment of principal on the bonds with motor vehicle registration fees.

One of the most important new road laws was passed a year later. In 1921, the Centennial Road Law, named for the centennial anniversary of Missouri statehood, was passed by the Missouri Legislature. It shifted the responsibility for the construction and maintenance of state roads from the counties, where it had been since the territorial period, to the state. Other significant provisions of the Centennial Law included the appointment a four-member highway commission with the authority to designate, construct and maintain a “state highway system, an increase in the construction allowance apportioned to the counties, and the designation of 1,500 miles of primary roads, which would be of a higher type than claybound gravel, and 6,000 miles of secondary roads.”<sup>43</sup> The passage of the \$60 million state road bond issue and the Centennial Road Law marked the beginning of a new era in Missouri road history.

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<sup>40</sup> *Ibid*, p. 39.

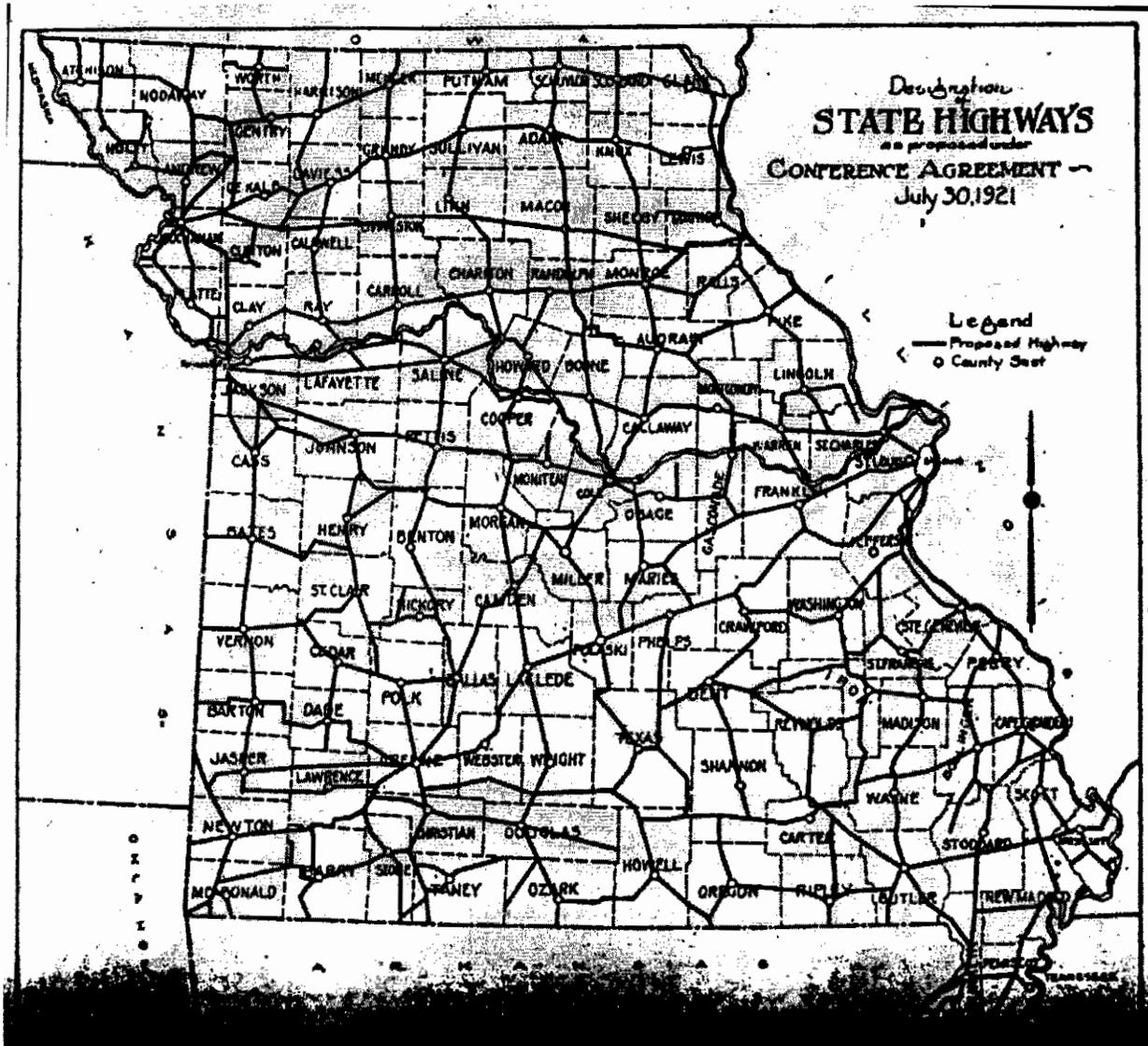
<sup>41</sup> “Missouri Highways - the Years Between,” p. 42.

<sup>42</sup> “The Men and the Early Years,” p. 39.

<sup>43</sup> Charles U. Becker, State of Missouri Official Manual for Years Nineteen Twenty-One and Nineteen Twenty-Two. (Jefferson City: Charles U. Becker, Secretary of State, 1922), p. 845.

**Figure 6: Designation of State Highways Map**

Source: State of Missouri Official Manual for Years Nineteen Twenty-One and Nineteen Twenty-Two, p. 846.



**U. S. 66: Designation and Paving: 1922-1931**

By 1922, federal aid was flowing, and many states, like Missouri, had developed State Highway Departments and passed bond issues. As a result, road construction projects were in progress throughout the country. In his annual report, Bureau of Public Roads Chief Thomas MacDonald reported that in 1922 alone, 10,247 miles of roads were constructed in the United States.<sup>44</sup> Although this figure included a majority of “low type” roads, it was still a significant accomplishment.

The development of improved technology and machinery for road grading and paving greatly boosted the road construction of the early 1920s. Although many states did not have the funds to purchase additional road equipment, after World War I, the Federal Government began

<sup>44</sup> U. S. Department of Transportation Federal Highway Administration, p. 113.

donating surplus road equipment to the states. Missouri greatly benefited from this program. In the Official Manual for the State of Missouri for Years 1919-1920, it was reported that:

The road equipment which the federal government has donated to the State Highway Department will hasten the road building program in Missouri.... Almost 1000 tractors and trucks, besides a lot of surveying equipment, have been allotted to Missouri, and they have been shipped to the six division engineers for distribution among the counties.<sup>45</sup>

As more and more roads were constructed nationwide, the necessity for a standardized system for marking the routes grew increasingly apparent. In "Making and Unmaking A System of Marked Routes," Edwin James notes that

By 1924, there were at least 250 marked trails [in the United States] sponsored by 100 or more separate organizations, each with a headquarters, and issuing maps and promotional material and collecting funds. Some of these routes were interstate in character, some of only local significance. Some routes were promoted to further roadbuilding by arousing public opinion, some were purely scenic, and some existed only to provide salaries for their organizers.<sup>46</sup>

Thanks to the provisions of the Centennial Road Law, Missouri was several years ahead of many states in the process of categorizing and marking the state's roadways. In the fall of 1922, the State Highway Commission designated a 1,500-mile state highway system and formally assigned route numbers to the state roads. State Route 14, the road that in 1926 would be assigned the number U.S. 66, was the second route to be designated. The commission order stated:

A higher type of primary road is hereby designated between St. Louis and Joplin. The road will start at or near the end of the pavement on what is known as Manchester Road, in St. Louis County, thence south through or near Rolla, Lebanon and Springfield, to or near the Carthage-Webb City-Joplin population district.<sup>47</sup>

In Missouri, the numbering of the state roads was based on a grid pattern in which all north-south roads were given odd route numbers and all east-west roads were assigned even numbers. Although Route 14 cut across the state diagonally, it was basically a thoroughfare from the state's eastern population centers to those on the west side of the state. As such, it was assigned an even number. A table published in Auto Trails and Commercial Survey of the United States that was published in the mid-1920s shows that only 299,135 of the nation's 2,478,552 miles of roads, equaling just 12 percent, were surfaced. With 49 percent, Massachusetts had the highest percentage of surfaced roads in the country; Oklahoma had the lowest percentage with only 700 of the state's 107,916 miles of roads surfaced. Missouri ranked 33<sup>rd</sup> with only 7.8 percent of its

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<sup>45</sup> John L. Sullivan, Official Manual of the State of Missouri for Years 1919-1920. (Jefferson City: John L. Sullivan, Secretary of State, 1920), p. 193.

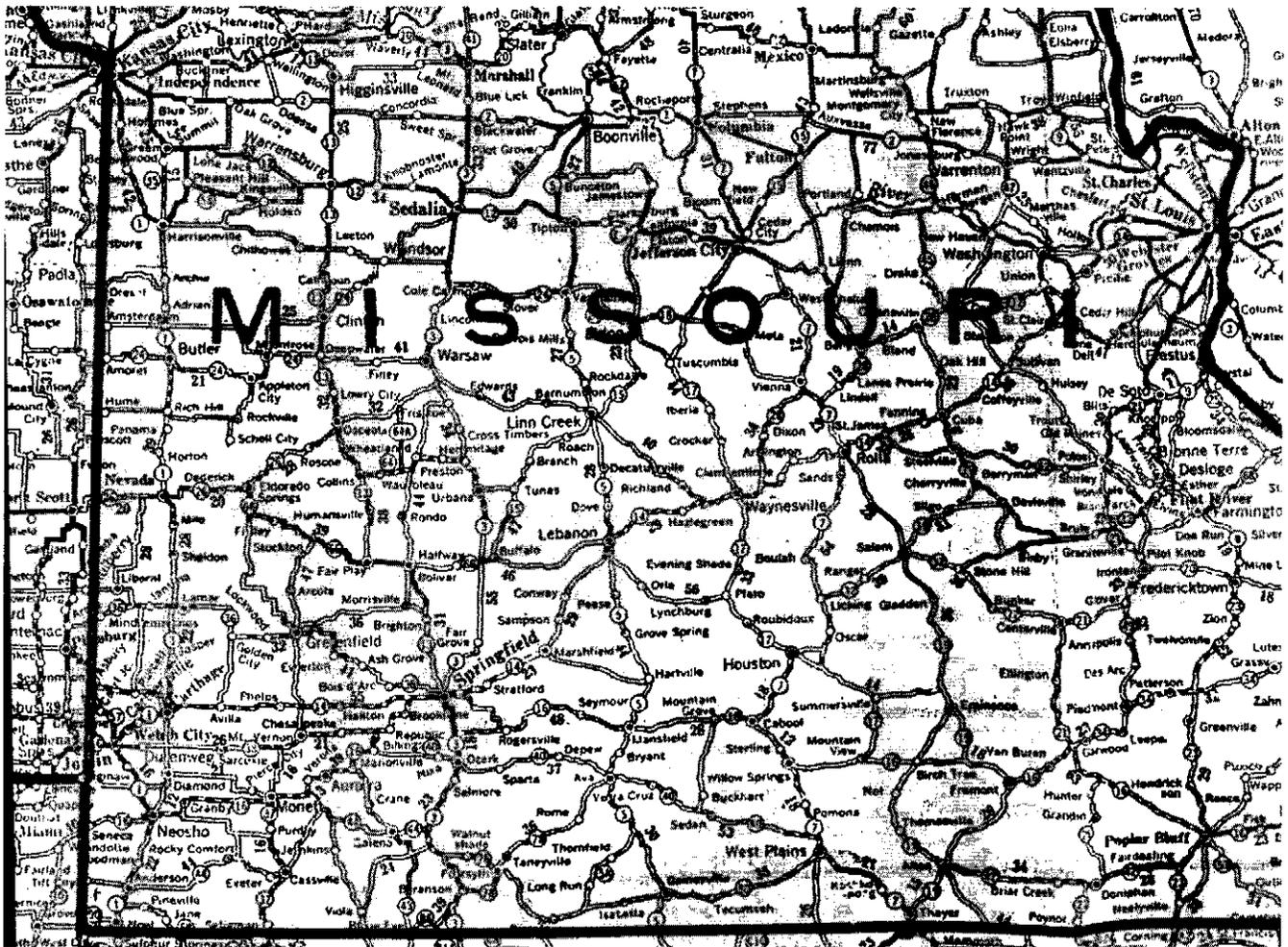
<sup>46</sup> Edwin W. James, "Making and Unmaking a System of Marked Routes," American Highways. (1933), p. 16.

<sup>47</sup> James R. Powell, "Route 66 Timeline - with an Emphasis on Missouri," Show Me Route 66 Magazine. Fall 2001, p. 4.

96,041 miles of roads surfaced.<sup>48</sup> One article entitled "Ten Week-End Tours From St. Louis – Weekend Trip No. 5" that appeared in the July 1921 issue *Apropos*, the magazine of the AAA Club of Missouri, described the conditions of Highway 14 from St. Louis to Rolla. The author, M. J. Murphy, notes:

From St. Louis to St. Clair the roads are very good.... Between St. Clair and Rolla the roads are largely of dirt, which present the usual difficulties in wet weather. It is inadvisable to attempt the Rolla trip unless you have first secured from the Automobile Club the latest information concerning the condition of the stretch between St. Clair and the terminus.<sup>49</sup>

**Figure 7: Map of Missouri, 1922**  
Source: National Map Company



<sup>48</sup> National Map Company, *Auto Trails and Commercial Survey of the United States*. (Indianapolis: National Map Company, 1926), p. 114.

<sup>49</sup> M. J. Murphy, "Ten Week-End Tours from St. Louis: Week End Trip No. 5," *Apropos*, July 1921, p. 61.

A map of the state dated 1922 (Figure:7) shows that many portions of Highway 14, the road that would later become Route 66, were still unimproved. The largest section of this highway that was improved outside of the major cities stretched between Springfield and Joplin. It was a portion of this section that was the first to be paved with concrete in Missouri. A 7.4-mile slab between Joplin and Carthage, which was laid down in 1920, had two nine-foot lanes with a lip curling up on the edges.<sup>50</sup>

Only a few years later, State Highway 14 became an interstate highway, a change that would involve renumbering. On March 2, 1925, at the request of the American Association of State Highway Officials, the U.S. Secretary of Agriculture appointed a joint board for the purpose of creating an interstate marking system.<sup>51</sup> The task assigned to this board became one of the most significant events in the history of the modern highway movement. The Joint Board on Interstate Highways was composed of twenty-one state highway engineers and three representatives from the Bureau of Public Roads. Within this joint board, a committee of five was formed and charged with the task of creating an interstate numbering system and assigning these numbers to the country's interstates.

In an effort to include the input of the booster groups, trails organizations, and state and local officials, regional hearings were held across the country. For the most part, the designation and numbering was fairly straightforward and uncontroversial. However, there was one major exception – U.S. Highway 66. The creation of U.S. 66 was controversial because its routing and its initial numbering deviated from the system created by the Joint Board. On November 18, 1925, the final report of the Joint Board was approved by AASHO and the Executive Committee was authorized to make minor changes in the recommended system. However, due to the Route 66 controversies, almost a year would pass before the Federal Interstate Highway System (and Route 66) was formally commissioned.

One of the people picked to serve on the Joint Board was Cyrus Avery. Avery, an Oklahoma entrepreneur, is generally regarded as the “father of Route 66.” Avery was the Ozark Trails Association's first vice-president, the Oklahoma State Highway Commission's first chairperson, and one of the leaders of the American Association of State Highway Officials.<sup>52</sup> He is, however, best known for his work on the Joint Board of Interstate Highways. It was Avery who conceived of the idea of an interstate that began in Chicago, cut diagonally southwest across the country and ended in Los Angeles. Coincidentally, that route passed through Avery's home city of Tulsa.

Avery's proposed route was controversial because it did not follow a major historic route, because it ran on a diagonal, and because it did not follow the grid pattern established for the interstate system by the Joint Board. All of the other designated highways followed major historic trails across the country, and all ran either north-south or east-west. Avery argued that the route he proposed did, however, follow a predominate trade route from Tulsa to Chicago. Had it not been for Avery's new route, Oklahoma might have been left without an interstate because few historic trails went through Oklahoma.

If the Chicago to Los Angeles highway was not controversial enough because of its diagonal route, the selection of a number for Avery's highway caused one of the biggest battles of the interstate system designation and numbering process. Because the interstate highways were laid out on a grid pattern, the numbering process was fairly straightforward. North-south routes

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<sup>50</sup> Kelly, p. 25.

<sup>51</sup> Ibid, p. 5.

<sup>52</sup> Kelly, p. 7.

were labeled with odd numbers and east-west routes were given even numbers. The principal east-west routes were assigned multiples of 10.<sup>53</sup>

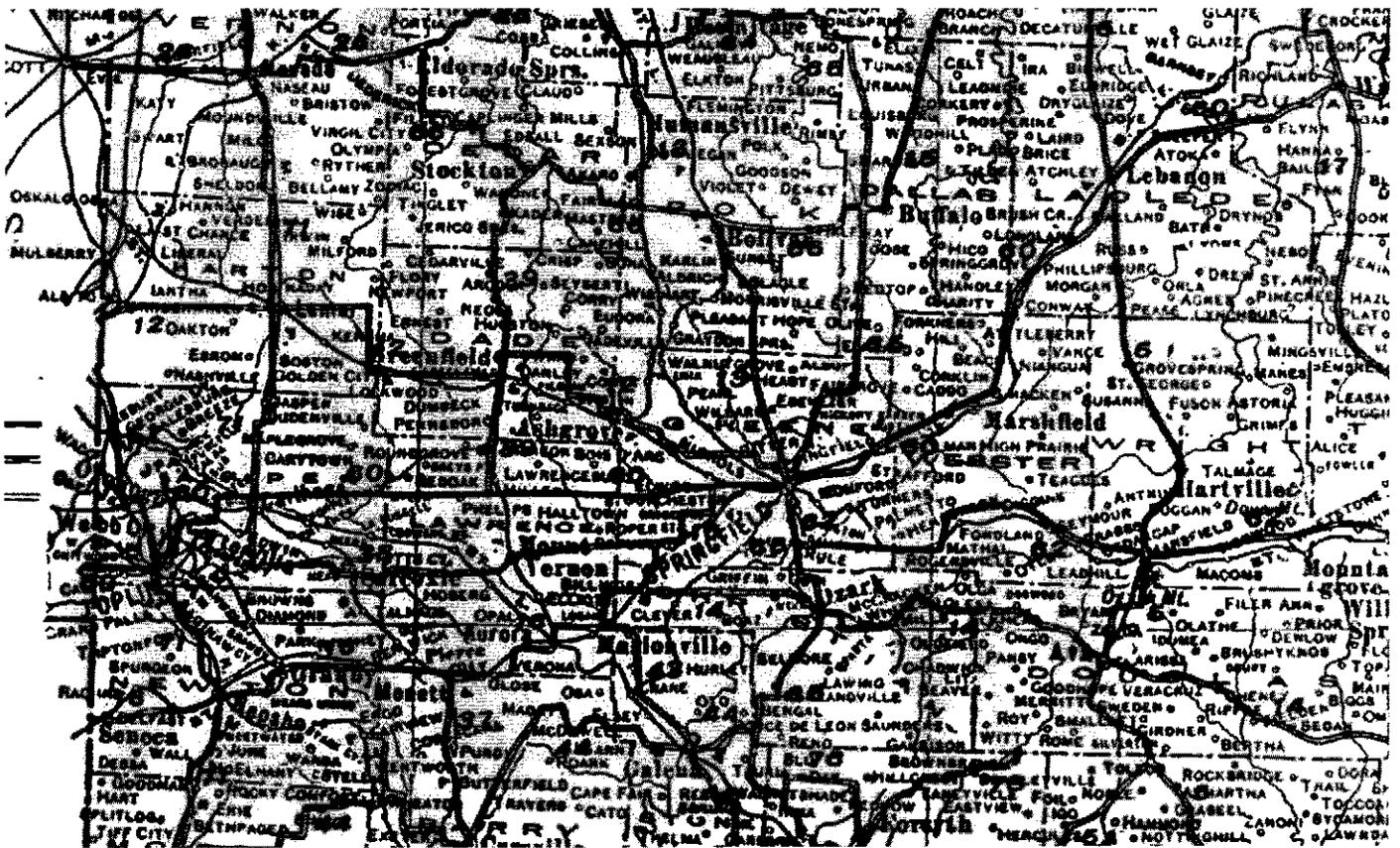
Avery was supported in his efforts to establish this new highway by fellow committee members, Frank Sheets, State Highway Engineer of Illinois, and B. H. Piepmeier, State Highway Engineer of Missouri, and, in the end, Avery's highway was included in the interstate system. The report of the Joint Board of Interstate Highways which was presented at the committee's final meeting on September 25, 1925 describe the route as:

Chicago to Bloomington and Springfield, Illinois; Saint Louis, Rolla, Springfield and Joplin, Missouri; Vinita, Tulsa, Oklahoma City, El Reno and Sayre, Oklahoma; Amarillo, Texas; Tucumcari, Santa Fe, Los Lunas, and Gallup, New Mexico; Holbrook and Flagstaff, Arizona; and Barstow and Los Angeles, California.<sup>54</sup>

Avery, Sheets and Piepmeier wanted the Chicago to Los Angeles highway to be designated Route 60, but other Joint Board members thought the number 60 designation should go to a highway that began on the east coast and ended on the west coast. Officials from

**Figure 8: Portion of the 1926 Map of Missouri showing the number 60 designation for the highway between St. Louis and Joplin**

Source: Auto Trails and Commercial Survey of the United States, National Map Company, p. 70.



<sup>53</sup> James R. Powell, "The U.S. Numbered Highway System," Show Me Route 66 Magazine Vol. 12, No. 4, Fall 2001, p. 19.

<sup>54</sup> *Ibid.*, p. 14.

Kentucky also objected to the assignment of 60 to the Chicago to Los Angeles route because no transcontinental highways (a route designated with a number ending in a "0") were assigned to Kentucky. Furthermore, Kentucky had been assigned only one east-west interstate, Route 62, and that route only ran from Kentucky to Missouri.<sup>55</sup> The battle over the designation of the number 60 ensued for more than six months. Throughout this period, Avery and Piepmeier were so confident in their position about the correctness of giving the number 60 to the Chicago to Los Angeles highway that they authorized the marking of the route in their states as U.S. 60. "In Missouri, the State Highway Department printed 600,000 road maps that actually showed Highway 60 going through the state from Joplin to Saint Louis."<sup>56</sup> In addition, several national map producers also printed maps with the route from Chicago to Los Angeles numbered as Route 60. (See Figure 8.)

In an early effort to appease Kentucky officials, the Joint Board extended Route 62 to Newport News, Virginia, but Kentucky officials still were not satisfied. Kentucky Governor Fields and a Congressional delegation from Kentucky met in Washington with Bureau of Public Roads Chief Thomas MacDonald and BPR Design Chief Edwin James. They pleaded their case and persuaded MacDonald and James to change the designation of Route 62 from Newport News, Virginia to Ozark, Missouri to Route 60 and to make the Chicago to Los Angeles highway Route 62.

Piepmeier was informed of the change in a letter dated February 4, 1925 from Edwin James. Both he and Avery were livid, and they became more entrenched in their position. In a telegram to AASHO Secretary Markan, Avery writes:

PIEPMEIER WIRES THAT ROUTE SIXTY AND SIXTY-TWO HAVE BEEN INTERCHANGED STOP CANNOT UNDERSTAND WHY SUCH A CHANGE HAS BEEN MADE AFTER MEETING IN CHICAGO WITHOUT NOTICE TO MEMBERS OF THE EXECUTIVE COMMITTEE STOP... IF ROUTES ARE TO BE CHANGED WITHOUT ANY NOTICE TO STATES OR TO EXECUTIVE COMMITTEE YOU ARE MAKING A JOKE OF THE INTERSTATE HIGHWAY STOP I CAN THINK OF NOTHING MORE UNFAIR TO THE ORIGINAL MARKING COMMITTEE THAN TO MAKE THIS CHANGE OUTSIDE OF A MEETING OF THE EXECUTIVE COMMITTEE STOP ...WE SHALL INSIST ON ROUTE 60 FROM CHICAGO TO LOS ANGELES<sup>57</sup>

The battle raged back and forth this way for several months until April 30, 1926 when the idea for using number 66 came up. On that day Avery was meeting with Piepmeier in Springfield, Missouri. After having been informed by John Page, the chief engineer from Oklahoma, that the number 66 was unused in the interstate numbering system, Avery and Piepmeier agreed to accept it as the designation for the Chicago to Los Angeles highway. As a result, many consider Springfield, Missouri to be the "birthplace of Route 66" since it was the place from which Avery and Piepmeier sent the telegram to BPR Chief MacDonald accepting the number 66. On

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<sup>55</sup> James R. Powell, "Birthplace of Route 66," Show Me Route 66 Magazine. Vol. 12, No. 4, Fall 2001, p. 25.

<sup>56</sup> Kelly, p. 15.

<sup>57</sup> Powell, "Birthplace of Route 66," p. 26.

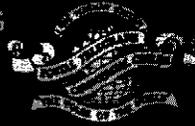
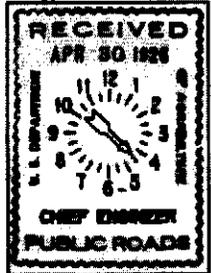
November 11, 1926, the Secretary of Agriculture approved the Federal Interstate Highway System, and Route 66 was formally commissioned.<sup>58</sup>

Although U.S. Highway 66 was formally commissioned in 1926, it would be five years before the interstate was fully paved in Missouri and twelve years before it was fully paved from Chicago to Santa Monica. In the 1920s, most of the country's roads were still simply graded earth.

Like many states, the work on Route 66 in Missouri was done using the "stage construction" process. Rather than attempt to pave each section of highway before moving on to the next, thereby leaving many areas with completely unimproved roads, the initial goal was to improve the entire route by grading it and covering it with macadam or gravel. Then, after each section was improved, the work of paving the entire route began. A report by the State Highway Department on the progress of building the national highways in Missouri was included in the

**Figure 9: Telegram dated April 30, 1926 to Bureau of Public Roads Chief Thomas H. MacDonald from Cyrus Avery and B. H. Piepmeier.**

Source: "The Birthplace of Route 66" *Show Me Route 66 Magazine*, Fall 2001, p. 29.

POSTAL TELEGRAPH - COMMERCIAL CABLES			
WASHINGTON POST BLDG. 1341 Penna. Ave., Tel. Main 6201  <small>This is a fast Telegram when other                  wires are delayed. It is sent by                  the most direct route to the                  office of the Chief Engineer of                  Public Roads.</small>	TELEGRAMS TO ALL AMERICA		CABLEGRAMS TO ALL THE WORLD
		DELIVERY NO. <span style="font-size: 1.5em; font-weight: bold;">55</span>  STANDARD TIME INDICATED ON THIS MESSAGE	
55WSN 32 <span style="float: right; font-size: 0.7em;">Form 10 Dbl</span>			
SPRINGFIELD MISSOURI APRIL 30 1926			
BUREAU OF PUB ROADS			
CARE THOMAS H McDONALD WASHN DC			
REGARDING CHICAGO LOSANGELES ROAD IF CALIFORNIA ARIZONA NEWMEXICO			
AND ILLINOIS WILL ACCEPT SIXTY SIX INSTEAD OF SIXTY WE ARE INCLINED			
TO AGREE TO THIS CHANGE WE PREFER SIXTY SIX TO SIXTY TWO			
AVERY PIEPMEIER			
			

<sup>58</sup> Powell, "Route 66 Timeline - with an Emphasis on Missouri," p. 8.

State of Missouri Official Manual for Years Nineteen Twenty-Seven and Nineteen Twenty-Eight. The report states that "U. S. Route 66, St. Louis-Joplin road, will be an all-weather road at the end of 1927; however, the Department will not be able to complete the surfacing with concrete until about 1932."<sup>59</sup>

Although the construction of the highway was slow, the citizens of the Missouri could at least see that progress was being made. Newspaper coverage of the road building progress was comprehensive. Both the commencement and the completion of paving from one town to another were events to be celebrated. In addition, the paving of the highway encouraged the improvement of local roads. An article in the Rolla Herald on June 13, 1929 notified local readers about the progress of road work in the area:

The contractors who have the contract for paving U.S. Highway 66, from Rolla to Cuba have closed the highway in the west part of Rolla and are busy putting the road in shape for the pouring of the concrete. The paving will commence at the intersection of 66 and 63 and will continue east to Cuba where it will connect on the paving at that point, so before the summer is over Rolla citizens should be able to get on a concrete slab which will carry you into Saint Louis and on east as far as you may wish to go

We believe now would be a good time for our citizens to think about paving Sixth Street and Springfield Road to the highway, and Pine Street from Twelfth Street to the highway. If Rolla does not pave these streets it will lose many dollars from the tourists who come through Rolla, otherwise they will stay on the highway and pass us by. Let's get busy.<sup>60</sup>

A number of portions of Route 66 provided major challenges for Missouri's highway engineers and road construction crews. One such section was in Franklin County near Grays Summit through Tucker Hill. This section of Route 66 represented one of the earliest rerouting projects by the highway department. It was undertaken to smooth out the curves and straighten the highway and to shorten the route between St. Louis and Gray Summit. Construction of the highway for this routing involved a 55-foot deep cut into the 100 foot hill since the limestone in the hill was considered too unstable to tunnel through. Work on the cut began in 1926, but mud and rockslides hampered the construction process. Route 66 through Tucker Hill was finally paved and opened to the public on July 3, 1929.<sup>61</sup>

Many of Missouri's bridges were also constructed in the 1920s. Undoubtedly, the most famous of these bridges is the Chain of Rocks Bridge, which opened in 1929. The one-mile bridge, which spans the Mississippi River between Madison, Illinois and St. Louis, was constructed as a private venture by the Chain of Rocks and Kingshighway Bridge Company. Built as a toll bridge to bring travelers into St. Louis from the north, the Chain of Rocks Bridge became a free crossing in 1966. The bridge, which is the 12<sup>th</sup> longest continuous span bridge in the world, became notorious for delays caused by the 30-degree bend in its middle span. After the City of Madison purchased it, the Chain of Rocks Bridge was incorporated into the third routing of U.S.

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<sup>59</sup> Charles U. Becker, State of Missouri Official Manual for the Years Nineteen Twenty-Seven and Nineteen Twenty-Eight. (Jefferson City: Charles U. Becker, Secretary of State, 1928), p. 608.

<sup>60</sup> "Commence Paving 66," Rolla Herald, June 13 1929, p. 1.

<sup>61</sup> Skip Curtis, "Tucker Hill Cut," Show Me Route 66 Magazine, Summer 1997, p. 17.

**Figure 10: The Chain of Rocks Bridge Postcard, ca. 1935**

Source: Show Me Route 66 Magazine, Vol. 12, No. 4, Fall 2001, p. 48.



66 through St. Louis in 1931. In 1965, U.S. 66 traffic was routed over the new I-270 bridge. The Chain of Rocks Bridge closed for repairs in 1970 and never reopened to automobile traffic. In recent years, it has been reopened for hiking and biking connecting Missouri and Illinois trails.<sup>62</sup>

The last mile of original Route 66 paving was completed on January 5, 1931. The work crew for this section, which was located in Phelps County near Arlington, tossed coins into the wet cement to celebrate the completion.<sup>63</sup> Missouri was the third of the eight Route 66 states to be fully paved.

The fact that promotion of Route 66 began almost from the highway's inception undoubtedly contributed to its immediate success as a tourist destination and to its long-lasting place in the hearts and minds of America. Initially, promotional efforts focused on getting people onto the highway as tourists and bringing new businesses to the areas along the highway, but soon business owners began vying for ways to get them off the highway and into their establishments. As Susan Croce Kelly points out in her book Route 66: The Highway and Its People,

In the 1920s, a well-marked national highway was as much a novelty to Americans as a circus or a world's fair. Almost anything that happened on Route 66 attracted national attention and made its way into the newspapers and newsreels of the day.<sup>64</sup>

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<sup>62</sup> HAER Inventory No. STL018 by Clayton B. Fraser, 1994 and "Route 66 Bridges of St. Louis," Show Me Route 66 Magazine, Winter 1996.

<sup>63</sup> Powell, "Route 66 Timeline - with an Emphasis on Missouri," p. 9.

<sup>64</sup> Kelly, p. 32.

The U.S. 66 Highway Association also worked to keep Route 66 in the news. Formed just a few months after Route 66 was commissioned, the U.S. 66 Highway Association's original mission was to help expedite the construction of the highway and to publicize the road. Cyrus Avery, the man who originally envisioned Route 66, wanted Route 66 to be the first of the interstates to be fully paved and he thought a booster organization should be formed to make that happen. To this end, he solicited the help of John T. Woodruff, a Springfield, Missouri businessman, whom he had known through the Ozark Trails Association. Avery and Woodruff invited people from all of the eight Route 66 states to a meeting in Springfield on February 4, 1927. Although Woodruff rather than Avery became the organization's first president, it was Avery who suggested that the organization be called "The Main Street of America." That slogan was the organization's first promotional campaign, and it soon became synonymous with Route 66.<sup>65</sup>

To drum up support and to publicize the highway, each time the U.S. 66 Association met for a meeting it was in a different Highway 66 town. In addition to conducting the business of the meeting, the Association would make each meeting an event for the local community. Members of the Association gave speeches to the public and interviews to the press updating them on the progress of the highway and promoting the sites and destinations along the route. In addition, members of the Association traveled the route meeting with local dignitaries, service groups and business leaders. From these individuals and groups, they solicited support for the highway and donations to finance the promotions and publicity campaigns organized by the Association. Often the information about the participants and results of these meetings was published in the local papers. A report of one such meeting, which appeared in the Rolla Herald on May 19, 1927 notes that

Mr. E. Bee Guthrie, traveling representative of U.S. Highway 66, was in Rolla last Friday night and Saturday morning. He met with the Chamber of Commerce Board and other businessmen and discussed with them the importance of the great highway. He pointed out that this could be made the main highway between Chicago and Los Angeles. That it is the shortest route, that it has more paved road and good graveled road than any other highway leading across the country.

He told the Rolla business men just what he had told the business men of Springfield, of Lebanon, and of every town along the route, that the important thing was to let people know, it is necessary to send out literature and advertise not only the shortness and excellence of the highway, but also the many attractions along the route.

Mr. Guthrie said that every town he has been in had contributed liberally toward this enterprise and that he was confident Rolla would be glad to contribute at least \$250 toward it....<sup>66</sup>

One of the biggest events organized by the U.S. 66 Association was a celebration to commemorate the completion of Route 66 in Missouri. The event headquarters was the newly completed Hotel Edwin Long and the celebration included a parade through Rolla. More than

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<sup>65</sup> Ibid., p. 24.

<sup>66</sup> "Boosting Highway No. 66," Rolla Herald, May 19, 1927, p. 1.

8,000 people turned out to hear the bands, watch the floats and automobiles go by, and hear speeches from dignitaries including Missouri Governor Henry Caulfield.<sup>67</sup>

Although the U.S. 66 Association organized many events to promote the highway, some of the most memorable events and publicity campaigns associated with Route 66 were not organized to promote the highway at all. Rather, campaigns such as the naming of Phillips Petroleum Company's gas, "Phillips 66" and the Bunion Derby simply capitalized on the novelty of Route 66.

Phillips Petroleum Company's "66" gasoline was named in part because of the name recognition and popularity of Route 66. In 1927, Phillips Petroleum was gearing up to open the company's first gas station. However, a name for the company's gasoline had not been chosen. The label "66" had been suggested by the company's research scientists because the high quality of the gasoline was due to its high specific gravity which was near 66, and by the advertising department because the company's refinery was close to Route 66. The name "66" was initially rejected. However, one day one of the company's executives was on his way to a meeting about the naming of the gasoline when he

commented that the car in which he was riding "goes like sixty on our new gas." Glancing at the speedometer, his driver answered – according to Phillips tradition – "Sixty, nothing. We're doing 66."<sup>68</sup>

With this statement, Phillips 66 gasoline was born.

The event that garnered more worldwide attention for Route 66 than any other was C.C. Pyle's Transcontinental Footrace. In 1927, C. C. "Cold Cash" Pyle, a famous sports promoter, was contacted by Lon Scott, the promotions director of the U.S. 66 Association, about a footrace from Los Angeles to New York. Pyle agreed to manage the footrace, and the U.S. 66 Association pledged \$60,000 sponsorship for the race, which would follow the entire U.S. 66 route from Los Angeles to Chicago and then head on to New York.

The race began with 275 runners in Los Angeles on March 4, 1928. A reported 500,000 spectators turned out to see the start of the race.<sup>69</sup> Seventy-five runners dropped out the first day, and each day, several more quit the race. All along the Route 66 section of the race, the runners were greeted with hero's welcomes, parades, celebrations and proclamations. When the race came through Rolla, the newspaper reported that: "They are accompanied by a regular carnival company (featuring) various advertising stunts."<sup>70</sup> The runners, followed by a huge press entourage, ran through towns on Highway 66 that had never had any publicity before. They ran through the mud and gravel where the highway hadn't been paved and they ran on pristine stretches of newly paved Highway 66. This contrast showed the promise of a paved interstate, but also pointed out how much still needed to be done.

Pyle's management of the race, however, was less than successful. The race was rerouted when towns failed to pay their sponsorships; one town in the desert had no water to provide the runners and when the race reached New York, few spectators turned out. When the race ended on May 26, 1928, 84 days and 3,422.3 miles after it had begun, only 55 runners were

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<sup>67</sup> "8000 Attend Highway 66 Celebration Sunday Completion of Concrete Slab on Highway 66 across Missouri," Rolla Herald, March 19, 1931, pp. 1,4.

<sup>68</sup> Kelly, p. 163.

<sup>69</sup> Michael Wallis, Route 66: The Mother Road. (New York: St. Martin's Press, 1990), p. 13.

<sup>70</sup> Alfred Bradbury, Jr., "The Early Years of Route 66," Newsletter of the Phelps County Historical Society. (1993), p. 6.

**Figure 11: Program Cover for C.C. Pyle's  
First Annual International-Trans-  
Continental Footrace.**

Source: "The Early Years of Route 66" by  
John F. Bradbury, Jr. Newsletter of  
the Phelps County Historical Society,  
October 1993, p. 6.



left. The first person to cross the finish line was Andy Payne from Oklahoma, who went home with \$25,000. Despite the hardship to the runners and the financial ruin of promoter C.C. Pyle, the race, which was given the nickname "the Bunion Derby" was fabulous publicity for U. S. 66, making Route 66 familiar to every household in the United States.

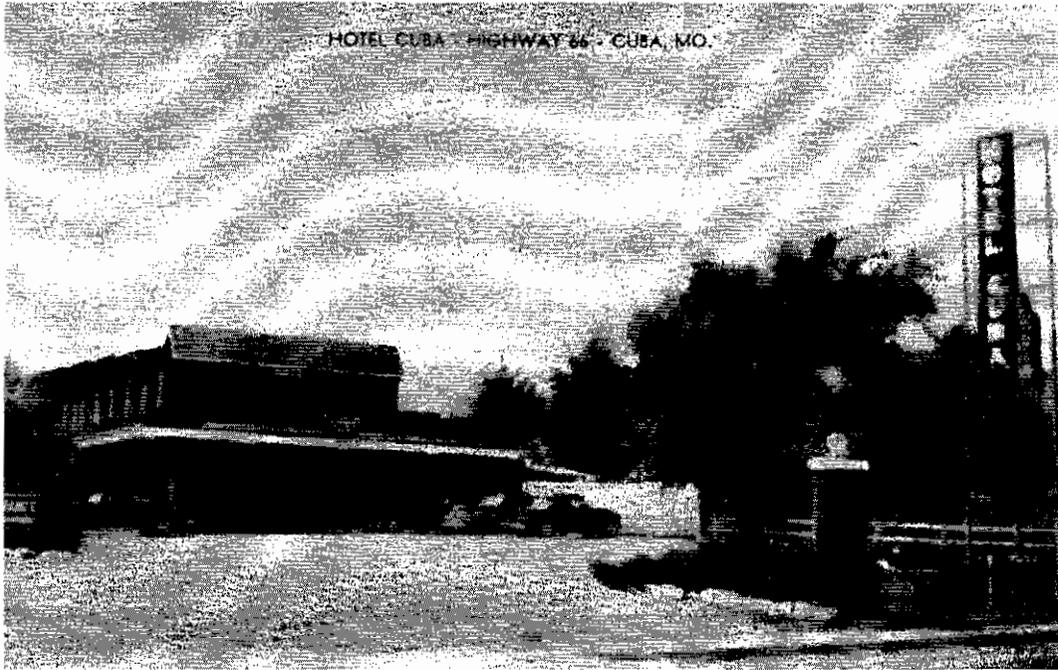
By the early-1920s, as the roads improved, more people ventured out of the cities in their cars. Existing businesses in the cities and towns had already begun to modify their products, services and buildings to better address the new automobile market. One of the most common adaptations was the shift of livery stables to gas stations and garages. In communities where the highway paralleled the railroad, some businesses were able to modify their buildings or change their services to meet the needs of the highway motorists. The Hotel Cuba in Cuba, Missouri successfully made this switch. (Figure 12) The hotel, which had originally opened as the Palace Hotel in 1915 to serve railroad travelers, was located on Main Street facing the railroad tracks. When Route 66 developed one block north of the railroad tracks and Main Street, the hotel was redesigned with a new facade and entrance lobby facing the highway. In addition, new signs were installed and a parking lot was constructed on the highway side of the building.

At the same time as existing business owners were adapting to meet the needs of motorists, American entrepreneurs, many of whom had witnessed the development of businesses along the railroads in the late nineteenth century, realized the potential for capitalizing on the traffic brought by the highway. As Chester Liebs points out in his book, Main Street to Miracle Mile, all types of businesses began to develop along the side of the road.

Shops could be set up almost anywhere the law allowed, and a wide variety of products and services could be counted on to sell briskly in the roadside market. A certain number of cars passing by would always be in need of gas. Travelers

eventually grew hungry, tired, and restless for diversions. Soon gas stations, produce booths, hot dog stands, and tourist camps sprouted up along the nation's roadsides to capitalize on these needs.<sup>71</sup>

**Figure 12: Postcard of the Hotel Cuba, Cuba, Missouri, ca. 1940.**  
Source: The Missouri U.S. 66 Tour Book by Skip Curtis, 1994 p. 88.



Gas stations, which developed in the early 1900s, were one of the first new building types to evolve as a result of automobile proliferation and highway development. In the 1890s and early 1900s, few places sold gasoline and automobile owners had to find an oil distribution terminal to fill up their tanks. By 1905, however, petroleum companies began to enlist the services of livery stables, garages, hardware stores, and grocery stores to sell their gasoline. Initially, gas was sold in cans, but soon gasoline pumps were installed near the road. This method of selling gas quickly caught on and the first stand-alone gas stations began to appear. One of the earliest, if not the first, such building was a station constructed in St. Louis in 1905 by the Automobile Gasoline Company.<sup>72</sup> As more and more stations were constructed, particularly in the 1920s and 1930s, petroleum companies began to experiment with new building types and additional amenities to draw customers to their station.

Although the farmers and the rural areas of Missouri were hit hard by the depression in the years following World War I, many Americans found new careers during the 1920s in the burgeoning highway tourism business. People whose property fronted the highway often helped make ends meet by constructing and renting out a tourist cabin or two or by selling souvenirs in a roadside stand. In addition, an enterprising individual or couple could build a tourist camp or

<sup>71</sup> Chester H. Liebs, Main Street to Miracle Mile: American Roadside Architecture. (Baltimore: The Johns Hopkins University Press, 1985), p. 5.

<sup>72</sup> *Ibid.*, p. 99.

cottage court with very little capital. Many of the cottage courts in Missouri were built of Ozark rock because the materials were readily and cheaply available, if not free, and construction did not require sophisticated skills or tools. Buildings such as the cabins and cafe at Shady Side Camp in Rescue, Missouri were constructed simply by laying up walls of coarse rubble rock and concrete. Simple frame one-room cabins were also quite common. (Figure 13) Many tourist courts also started out simply as tourist camps, offering tents and bathroom facilities. As business increased, cabins, cafes, grocery stores and gas stations were often also built on the site, thereby providing the traveler with "one-stop shopping."

The history of Camp Joy in Lebanon, Missouri is typical of the development of early tourist camps across the country. Emis Spears and his bride, Lois, set out in the late-1920s in search of a place to open a tourist camp. When they arrived in Lebanon, Missouri, they sat on the side of the highway and counted cars. Apparently satisfied by the potential client base, they bought a piece of property along Route 66 and started renting out tents for fifty cents a night. Their place, named Camp Joy after their daughter, was an immediate success. One by one they built cabins,

**Figure 13: Shady Side Camp**

Source: Route 66 Phase I Survey Photo, Inventory Number LA027b



and later, they added a gas station/grocery store. In the 1939 Directory of Motor Courts and Cottages which was published by the American Automobile Association, the listing for Camp Joy reads:

AAA Camp Joy, on U.S. 66. 24 cottages, 15 with shower baths. Rates \$1.25 to \$4 per day. Cottages of one, two and three rooms, accommodating two to six people, \$4 per day. Public baths and flush toilets. Convenient to stores and cafes. Accommodations, with electrical connections for trailers. Rates 50c to \$1 per day. Good.<sup>73</sup>

The Spears family owned and operated Camp Joy, later known as the Joy Motel, into the 1970s. The gas station building, two duplex cabins and four single cabins are now used as monthly rentals.

In addition to gas stations and tourist courts, other types of businesses including restaurants, souvenir shops and tourist attractions also began to be constructed along Route 66. However, the real boom in roadside business development was still several years away.

### **U. S. 66 – The Depression and War Years: 1932-1944**

In the early 1930s, the steady stream of adventurous motorists who ventured out onto the country's new roads in the teens and twenties, gave way to a flood of motorists including displaced farmers, middle-class tourists, military vehicles and personnel and interstate truckers. The nation was still reeling from the stock market crash of 1929 when dust storms blew through the southern plains states and further devastated the country's agricultural economy. As a result, thousands of tenant farmers from Texas, Arkansas, Oklahoma, Kansas, and Nebraska as well as the people whose businesses were dependent on the farm economies, lost everything. In the hopes of finding work, many picked up their meager possessions and headed westward. While many of these travelers carried all their possessions in and on their cars or trucks, others walked and hitchhiked. As the shortest route across the west to Southern California, Route 66 was the principal road they followed. In 1939, John Steinbeck immortalized the highway and the plight of these migrants in The Grapes of Wrath. He wrote:

66 is the path of a people in flight, refugees from dust and shrinking land, from the thunder of tractors and shrinking ownership...they come into 66 from the tributary side roads, from the wagon tracks and the rutted country roads. 66 is the mother road, the road of flight.<sup>74</sup>

As they worked their way westward, these displaced Americans patronized the tourist camps, cottage courts, gas stations and restaurants. Many did not have money to pay for gas, food or lodging, but they were rarely turned away by the proprietors of businesses along the highway. In some cases, they worked to pay for what they needed and then moved on; in other cases, they found permanent jobs in one of the communities along the highway and settled down.<sup>75</sup>

<sup>73</sup> Directory of Motor Courts and Cottages, (Washington, D.C.: American Automobile Association, 1939), p. 88.

<sup>74</sup> John Steinbeck, The Grapes of Wrath. (New York: Penguin Books, 1981), p. 128.

<sup>75</sup> Interview with Glenn Johnson in Kelly, p. 62.

Following the "mother road" at the same time as the migrant farmers, but in sharp contrast to them, were American tourists. Despite the poor economy of the early 1930s, many Americans still had jobs and a small amount of disposable income, and were able to take an occasional vacation. When they took their vacations, they often headed out in their cars to explore the country. The year 1934, the same year the dust storms hit the Midwest, was also the biggest tourist year in the United States since 1929.<sup>76</sup> The completion of many of the interstate highways and the production and sale of thousands of automobiles during the 1930s were big boosts to tourism in the United States. Between 1925 and 1940, the number of cars registered in the United States jumped from 19,937,274 to 32,452,861.<sup>77</sup> In Missouri, the increase was not as remarkable, but during the same period, approximately 300,000 new vehicles were put into use in the state.<sup>78</sup> For some of these tourists, Missouri was just a point on the way to destinations in the west; for others their final destination was one of the many Missouri resorts or state parks that developed along with the highways.

The growth of the trucking industry and the increase in military operations in the late 1930s and early 1940s also contributed to the increase in Route 66 traffic and the continued development of traveler-related facilities along the nation's highways. The trucking industry was thrust into high gear during World War I when the railroads had virtually collapsed from gridlock. After the war, as quickly as the railroad industry declined, the trucking industry boomed. By the time the United States military began to mobilize for war in the early 1940s, much of the personnel and equipment that was moved to new bases across the country was carried by trucks on the nation's highways. However, in 1935, a study of the military's highway needs completed by the Public Roads Administration and the War Department found that more than 2,400 of the nation's bridges could not safely sustain many of the military's vehicles and many of the roads leading to military bases were unacceptable. As a result,

The Administration asked the States and counties to step up work on the strategic network and on access roads to defense installations, but with little success. Many of the defense access roads were not on the Federal-aid or State highways and were thus ineligible for improvement with Federal or State funds. The counties were impoverished and unable to take on the added burden of providing for vastly increased volumes of defense traffic.<sup>79</sup>

In response to this dilemma, Congress passed the Defense Highway Act in 1940, which authorized an appropriation of \$50 million for strategic network improvements. Additional appropriations of \$100 million in 1942 and \$25 million in 1944 were earmarked for defense access roads.

In 1940, construction began on Fort Leonard Wood in Pulaski County, Missouri. Around the same time, the Highway Department began working on improvements to Route 66 between the eastern border of Pulaski County and St. Robert to provide better access for future base. Not only did this project create the first four-lane section of Route 66, but also it involved a massive cut

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<sup>76</sup> Warren James Belasco, Americans on the Road: From Autocamp to Motel, 1910-1945. (Cambridge, Massachusetts and London, England: The MIT Press, 1979), p. 155.

<sup>77</sup> Frederic L. Paxson, "The Highway Movement, 1916-1935," The American Historical Review. 51, no. 2 (1946), p. 248.

<sup>78</sup> Wilson Bell, Official Manual of the State of Missouri for Years 1947-1948. (Jefferson City: Mid State Printing Co., 1947), p. 827.

<sup>79</sup> U. S. Department of Transportation Federal Highway Administration, p. 142-143.

through the limestone bluffs of Hooker Hill.<sup>80</sup> The project, which became known as the Hooker Cut, was 93 feet deep, 86 feet wide and a little over a mile long.<sup>81</sup> At the time, it was the deepest limestone cut ever attempted in Missouri and many sources cite it as the deepest cut to that date in the country. The new four-lane section of Route 66 through Hooker Cut was completed in 1946.<sup>82</sup>

In May of 1938, the last unpaved section of Route 66, an 18.8-mile section in Oldham County, Texas, was paved with asphalt. Three months later, a gala celebration in honor of the completion of Route 66 and the dedication of U.S. 66 as the Will Rogers Highway was held in Amarillo, Texas. Although the paving was just being completed, already major changes had been made to the highway. Throughout the 1930s and 1940s, the Highway Department continued to improve Route 66. In some areas, this involved widening the roadway, but in others, whole sections of the original highway were bypassed in the interest of straightening the roadway. The highway was rerouted to bypass congested downtown areas and to eliminate sharp curves that were dangerous and impeded traffic flow. An article that appeared in a Missouri newspaper discussed the reasoning behind and the plans for straightening Route 66 in the vicinity of Marshfield.

Highway 66 through Webster County is to be straightened. Surveyors for the state highway department have been here the past week surveying new routes the pavement can follow to eliminate the major curves.

Curves which ten years ago when the pavement was laid were not considered dangerous at the cruising speeds of the automobiles of the day seem inadequate and dangerous to the new machines traveling at much greater speeds today.... Whereas the present route includes curves that turn within 500 feet, Mr. Scrafford said, the new routes would not include curves with less than 1500-foot radius.<sup>83</sup>

One of the most radical of all of these rerouting projects in Missouri took place in St. Louis. Between 1926, the year U.S. 66 was commissioned, and 1936, the highway route was changed twice and there were several different routes including Optional 66 and City 66. The biggest change to the highway's path through St. Louis was approved in 1936 when motorists were routed over the Chain of Rocks Bridge and then along a loop that bypassed the downtown areas of St. Louis.<sup>84</sup> The frequent rerouting of Route 66 in St. Louis undoubtedly created a challenge for 1930s motorists. Another challenge for motorists in St. Louis resulted from the construction of the first cloverleaf interchange east of the Mississippi River. The February 1932 issue of Missouri Motor News provided a description of how to negotiate the new interchange.

Traffic desiring to turn from one road onto the other uses a paved circle or ramp constructed at each corner of the intersection. All left turns are prohibited, and neither is traffic allowed to cross either road. The necessity for left turns is eliminated by constructing the drives so that traffic makes two right turns. It is

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<sup>80</sup> This section of Route 66, now known as County Route Z, is one of the most intact sections of Route 66 in Missouri and appears to be eligible for listing on the National Register.

<sup>81</sup> Rolla Herald. September 18, 1941, p. 1.

<sup>82</sup> Powell, "Route 66 Timeline - with an Emphasis on Missouri," p. 11.

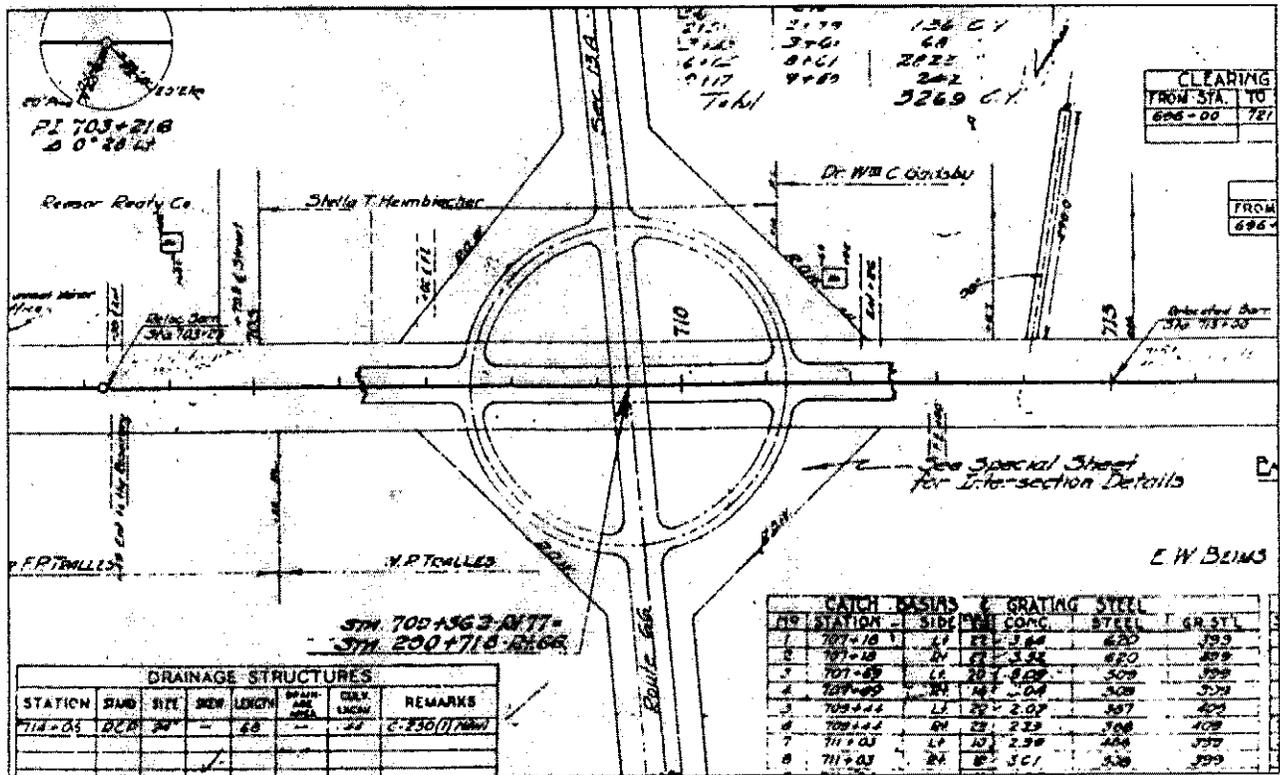
<sup>83</sup> "Curves Will Be Straightened on U.S. Highway 66," Marshfield Mail. August 1, 1935.

<sup>84</sup> James R. Powell, "The History of U.S. Highway 66 in St. Louis," Show Me Route 66 Magazine. Winter 1996, p. 19.

expected that drivers may be slightly confused the first time they use this structure, but it is neither complicated nor difficult. The one important thing to remember is that in place of making a left turn, the driver of the vehicle goes over or under the bridge and then makes two right turns.<sup>85</sup>

**Figure 14: Highway 66 Cloverleaf, St. Louis**

Source: Missouri Highway and Transportation Department, reprinted in *Show Me Route 66 Magazine*, Vol. 5, No. 1, June 1993.



Many of the road and highway improvements accomplished in the 1930s and 1940s were the result of a number of pieces of legislation which were passed by Congress in an effort to boost the nation's economy. These emergency appropriations resulted in millions of dollars of public improvements and also provided relief in the form of jobs for thousands of Americans. Although many of the projects built by the Civilian Conservation Corps and the Works Projects Administration were public buildings such as schools and courthouses, many of this country's roads, bridges and highways were constructed or improved by the hands of unemployed Americans who were put to work under these programs. In Missouri, many of the facilities, roads and bridges in the state park system were created by CCC workers.

The passage of two key pieces of federal highway legislation in 1934 and 1944, however, foreshadowed the demise of Route 66. In addition to appropriating additional funds for road improvements, the Hayden-Cartwright Act of 1934 designated federal funds for highway use

<sup>85</sup> This description appeared with a photo of the interchange on the back cover of *Show Me Route 66 Magazine*, Vol. 8, No. 4, Winter 1996.

surveys and long range planning.<sup>86</sup> The results from these surveys and studies would be used to plan and justify the creation of the Interstate Highway System. In 1944, the Federal Aid Highway Act authorized a 40,000-mile National System of Interstate Highways. However the funds to create this system were not appropriated until 1956.

The combination of displaced migrant farmers, middle class tourists, military personnel, interstate truckers, millions of cars, and miles and miles of new highways created a situation ripe for the making of the American dream. No matter the reason for their travel, the motorists traveling down Route 66 had to stop at some point for some reason. Hundreds of businesses developed along the highway to meet the needs and desires of those travelers. Although the owners of roadside businesses that opened when Route 66 was first commissioned fought to make ends meet during the years of economic depression, in most cases, they had little competition in those early years. However, beginning in the 1930s, that situation changed as more Americans and immigrants settled and opened businesses along the highway. Soon, the landscape was dotted with gas stations, tourist courts, restaurants, food stands, souvenir shops, and tourist attractions.

Although highway travelers could sleep in their cars, and they could bring food along for their meals, they still needed to find a gas station every once in a while. As a result, gas stations were the most stable of all the roadside businesses. Even during times when tourism was down, the income from business travelers kept most stations going. In addition to providing a service that motorists could not do without, many gas stations were franchises that benefited from the name recognition of and the national advertising campaigns and promotional products provided by their gasoline distributors. Highway maps, which were printed by all of the major petroleum companies, were some of the most popular giveaways with cross-country travelers. Not only did they provide stations with a promotional gimmick, but also they provided advertising for many stations. Many of the early maps that were printed by the petroleum companies showed the names and locations of each station where their gas was sold.

Early gas stations were typically designed to give the impression of a small tidy house often in the style of an English cottage or Craftsman bungalow. However as the competition for customers grew more intense and as the speed of cars increased, gas station owners and petroleum companies began to experiment with designs to better attract the attention of the passing motorists. Independent station owners often opted for the fantastic, building stations in the shapes of all types of objects from American culture. The major petroleum companies hired architects, industrial designers and advertising companies to create an image for the company which generally included a prototype station design that could easily be identified as that of a certain brand. The program created for Texaco by industrial designer Walter Dorwin Teague appeared in a 1937 issue of the journal, Architectural Record. The program he designed called for easy to clean facilities with efficient service bays, adequate restrooms, ample display space, and a design for the station such that "building, pumps and signs together form a distinctive company trademark that would be instantly recognizable both day and night."<sup>87</sup> Many gas station owners also began adding additional products and services to their business. Some provided automobile maintenance and repair services as well as tire and battery sales while others built cafes or tourist cabins to capture more of the traveler's dollar.

By the mid-1930s, the primitive early tourist camps and tourist courts had to upgrade to compete with the many new tourist courts that were being constructed. Many of these new

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<sup>86</sup> U. S. Department of Transportation Federal Highway Administration, p. 152.

<sup>87</sup> Liebs, p. 105.

villages of tidily-arranged miniature cottages were professionally designed, and they provided travelers with all the comforts of home including kitchens, bathrooms, electricity and comfortable furniture. Once eschewed by architects as “shacks for autoists,” the tourist court was featured in a portfolio of special building types in a 1935 issue of Architectural Record, a leading architectural journal.<sup>88</sup> In an effort to draw in business, some tourist courts were designed along a particular theme. These accommodations offered travelers the opportunity to sleep in their very own teepee, Mission-style cabin, or English cottage, complete with all of the accoutrements. Later, during the forties and fifties, streamline modern and international style units became the preferred design theme. Tourist courts became so popular and so numerous that they developed into a niche of the lodging industry with their own associations and journals. The tourist court grew into the preferred type of lodging for many highway travelers, and the hotel business suffered as a result.

In accommodation directories published by AAA and the petroleum companies, the rates shown for hotel rooms and cabins are comparable. However, the courts offered travelers a different kind of accommodation than the downtown hotels. When staying in a tourist court, travelers could park right in front of their room and carry in their possessions without the assistance of a tip-hungry bellman. Cabins also provided better ventilation, were often quieter and were sometimes cheaper than hotel rooms.

Although tourist courts were undoubtedly the most common form of lodging found along the highway in the 1930s and 1940s, another alternative to the city hotels was the tourist home, which was the early incarnation of what we now call a “bed and breakfast.” During the depression years and war years, instead of constructing a cabin or tourist court on their property, many people who lived along the highway simply opened their homes to travelers. Tourist homes provided a serious threat to hotels and tourist court owners because they catered to the most desirable class of travelers.

Most rooms had free linen and a hot shower down the hall... Usually run by women, the homey decor and easy informality attracted families and salesmen. After a good seventy-five-cent meal, tourists could listen to the radio in the parlor or chat with host and fellow boarders on the front porch.<sup>89</sup>

Some of the earliest accommodations for African American travelers undoubtedly began as tourist homes. Unlike the millions of white American tourists who were free to stop at any of the roadside businesses along the highway, even the most affluent African –American tourists were very limited in the places they could stop for food and lodging. As Irv Logan, Jr., the author of the article titled “...Money Couldn’t Buy” noted,

There were things money couldn’t buy on Route 66. Between Chicago and Los Angeles you couldn’t rent a room if you were tired after a long drive. You couldn’t sit down in a restaurant or diner or buy a meal no matter how much money you had. You couldn’t find a place to answer the call of nature even with a pocketful of money...if you were a person of color traveling on Route 66 in the 1940s and ’50s.<sup>90</sup>

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<sup>88</sup> Ibid., p. 179.

<sup>89</sup> Belasco, p. 152.

<sup>90</sup> Irv Logan, Jr., “...Money Couldn’t Buy,” in The Birthplace of Route 66: Springfield, MO, ed. C.H. (Skip) Curtis (Springfield, MO: Curtis Enterprises, 2001), p. 31.

As a result of this discrimination, a few African-Americans, such as Alberta Ellis opened their own food and lodging establishments along the highway. Although many might call Alberta Ellis an entrepreneur, she was much more than that; she was a blessing to many African-American travelers. After World War I, she converted the old city hospital in Springfield, Missouri into a hotel with a barbershop, a beauty salon, a restaurant and a club for “colored travelers.”<sup>91</sup> Although Ellis’ hotel no longer exists, one cabin from the Wishing Well Motel, another African-American lodging establishment on Route 66 in Springfield, still stands.

Prior to the 1920s, automobile travelers had few choices in the way of restaurants on the road. However, that changed as food stands, drive-in restaurants, diners, and full service restaurants joined into the competition for the traveler’s attention and money with gas stations, tourist courts, and roadside attractions.

Food stands were often shacks virtually thrown together by farmers who owned property along the highway and sold their produce and other homemade products to passing travelers. One town in particular in Missouri is known for the food stands that developed along Route 66. The inhabitants of Rosati, Missouri, predominately Italian immigrants, were grape growers. Although they primarily made their living growing grapes to be shipped to other markets, they also sold grapes, grape jellies and grape pies in food stands along the highway. Some food stands also served hot, refrigerated or frozen foods such as hot dogs, hamburgers, cold drinks and ice cream. One such stand, Ted Drewes’ Frozen Custard in St. Louis, is a Route 66 landmark. It originally opened in 1929 and moved to its current location on Chippewa, then City Route 66, in 1941. During the summer, the lines for this establishment’s rich frozen custard can be very long.

**Figure 15: Grape Stands, Rosati, MO**

Source: The Missouri U.S. 66 Tour Book, by Skip Curtis, 1994, p. 90.



<sup>91</sup> Ibid.

In the 1920s, the food stand evolved into a completely new type of restaurant- one that was born of the automobile – the drive-in restaurant. The distinct difference between a food stand and a drive-in is the method by which the patrons acquire their food. Although food stand patrons often consumed their meal in their car, they had to get out of the car to order and receive their food. At a drive-in, the patron never has to leave his car. A carhop takes the food order and also delivers the patron's food to their car.

Although curbside soda-fountain service was offered by some downtown pharmacies as early as the turn of the century, the drive-in developed as a distinct entity in the 1920s and grew into a franchised phenomenon in the 1930s. According to Chester Liebs, the author of Main Street to Miracle Mile: American Roadside Architecture, most industry publications cite the Pig Stand in Dallas, Texas as the earliest "food stand operation to use the automobile as a rubber-tired stand in for the dining room."<sup>92</sup>

Full service dining establishments ranging from diners to family restaurants also popped up along the highways in the 1920s and '30s. With the exception of the fact that these restaurants tended to be more informal than the restaurants travelers could find in downtown hotels, they did not differ much in the services they provided. However, diners were architecturally unique in that they were generally housed in a long, narrow, prefabricated building that resembled a railroad car. It was simply delivered to a site and secured.<sup>93</sup> If necessary or desired, the building could be moved to a different site at a later date. Although these semi-permanent buildings were originally designed to fit into small lots in downtown areas, they fit just as well on a small strip of land next to the highway.

Unlike the businesses that provided necessary products and services to travelers, roadside tourist attractions and souvenir shops simply offered tourists a diversion from the road. Many of the attractions found along Route 66 offered little more than a gimmick to divest the traveler of a few dollars, but some, like Meramec Caverns, were actually destinations unto themselves that offered tourists a truly unique experience. Meramec Caverns is one of the most significant attractions along Route 66. Not only is it an example of one of the earliest and longest lasting roadside attractions along Route 66, but also it is representative of the American success story which, in the case of Lester Dill, was made possible by the highway.

Lester Dill acquired Meramec Caverns in the early 1930s and quickly made it into one of the biggest tourist attractions in the state of Missouri. Although the caverns are a natural wonder worth visiting, it was Dill and his partner, Lyman Riley's promotion and management of them that made Meramec Caverns a successful business as well as a household name in America. Dill and Riley worked hard in the early years to make Meramec Caverns into a quality attraction. They cleared passages and strung lights in the caverns, and they built public restrooms, a souvenir shop, a restaurant and cabins on the site. They also promoted the site in a variety of ways. Dill and Riley were the first in the midwest to paint advertising on the sides and rooftops of barns located along the highway, and they were the inventors of the bumper sticker.<sup>94</sup> Over the years, millions of motorists traveling between Ohio and Oklahoma have seen the advertisements for Meramec Caverns on barns or on other cars and stopped to take a look. In addition to making Meramec Caverns into a successful tourist destination, Lester Dill and Lyman Riley were active in the national and the Missouri Route 66 Associations. Even after Route 66's fate was sealed, they

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<sup>92</sup> Liebs, p. 208.

<sup>93</sup> Kelly, p. 65.

<sup>94</sup> C.H. (Skip) Curtis, "Greatest Show under the Earth," Show Me Route 66 Magazine. Summer 1997, p. 11.

“were key workers in the effort to keep the highway businesses accessible and to hold off the interstate as long as possible.”<sup>95</sup>

Just when many roadside businesses were getting established, World War II began and tourism virtually stopped. As a result, the war years (1941-1945) were extremely hard on all roadside businesses. The rationing of gas, tires and vehicle parts along with curtailed automobile production significantly decreased automobile tourism during World War II. Although many parts of Route 66 were used heavily for military troop and equipment movement, the tourist courts, restaurants or roadside attractions did not benefit from this traffic. Instead, the convoys of heavy trucks and equipment that used the nation’s highways, including Route 66, damaged the roadway and brought to light the inadequacies of the highway system.

### **U.S. 66 - The Golden Years: 1945-1955**

Although all Americans breathed a sigh of relief when World War II ended, the owners of roadside businesses must have been especially optimistic for the future. However, it is unlikely that they anticipated how much their business would increase when thousands of GI’s returned from duty. As soon as the war ended, tourism returned to pre-war levels, and during the late 1940s and early 1950s, the roadside businesses along Route 66 boomed. Like the migrant farmers of the 1930s, thousands of GIs traveled on Route 66 on their way to California in search of jobs, but, in contrast to the dust bowl migrants, most GIs had money to spend.

During the post-war years, business was so good for Route 66 business owners that many upgraded and expanded their businesses. In particular, many of the owners of tourist courts joined their independent cabins together under a single roof. Some created garages in the space between units, while others simply created additional units. This practice resulted in the creation of a new form of lodging – the motor hotel or motel.

**Figure 16: Munger Moss Motel sign**  
**Source: Route 66 Phase II Survey,**  
**Inventory No. LC004**



<sup>95</sup> Kelly, p. 168.

The Munger Moss Motel in Lebanon, Missouri is a classic example of the architectural development of a tourist court. In 1946, the original owners, Pete and Jessie Hudson, sold their sandwich shop at Devil's Elbow, Missouri. Route 66 had been rerouted so they decided to relocate their business to Lebanon. That same year, they purchased a restaurant called the Chicken Shanty, a gas station and four acres of land located on Route 66 on the outskirts of Lebanon. Soon thereafter, they built seven stucco buildings. Each had a cabin on each end and a double garage in between the cabins. In 1950, the Hudsons installed the first swimming pool in Lebanon. Although the section of Route 66 that went through Lebanon was the first portion of the Interstate to be constructed in Missouri, the travelers kept coming, and the Hudsons kept building. Over the years, they built more units, covered the buildings with brick, converted the garages into additional units and finally joined all of the buildings together. They also constructed an office out of the gas station and added a large sign with a neon arrow.<sup>96</sup> In 1971, Bob and Ramona Lehman took over the business. The restaurant was demolished several years ago, but the Munger Moss Motel is still a popular motel.

Bobby Troupe was one of the many GIs who headed out to California shortly after World War II ended. A songwriter, Troupe hoped to start a music career on the West Coast. He and his wife, Cynthia, left Pennsylvania and headed west on Route 40 in their 1941 Buick. Along the route Cynthia suggested that Bobby could write a song about their trip and later, after they had picked up Route 66 outside St. Louis, she said to him "Get your kicks on Route 66." Bobby loved the sound of it. He immediately got out the map and started writing the now-famous song. When they reached Los Angeles, Troupe was able to get in to see Nat King Cole. Cole loved the song, and when it was finished, he recorded it for Troupe. "Get Your Kicks on Route 66" was released in 1946 and was a great success for Nat King Cole and for Troupe.<sup>97</sup> Over the years, dozens of singers have recorded Troupe's lyrical travelogue, and the song's title has become the mantra for Route 66 travelers.

The same year radio listeners began hearing Nat King Cole singing "Get Your Kicks on Route 66," Jack Rittenhouse published a book that became the Route 66 traveler's bible. Shortly after the war ended, Rittenhouse traveled the length of Route 66 from Chicago to Santa Monica in his 1939 American Bantam coupe. Along the way he made notations about the towns he traveled through and about the services available on the route. When he returned from his trip, he typed up his notes and published A Guide Book To Highway 66. With his book, Rittenhouse ushered travelers along the route, enumerating the distances between services such as gas stations, tourist courts and restaurants, pointing out historic points of interest as well as topographic and landscape features, detailing information such as size, altitude, history about the towns along the route and providing novice travelers with travel tips. The book is roughly divided into ten chapters; Missouri is addressed in two chapters. Chapter III traces the route from St. Louis, Missouri to Springfield, Missouri and Chapter IV describes the section of Route 66 between Springfield, Missouri and Tulsa, Oklahoma. Mileages listed in the book are shown for both east/west and west/east travel. The portion of the book describing the journey between Marshfield and Springfield, Missouri reads as follows:

**Marshfield.** (Pop. 1,764; alt. 1,491'; Tarr's garage; Webster hotel; stores; few cabins) The town of Marshfield is a short distance off US 66. At the intersection of US 66 and the road into town, there are several small cafes, gas stations, and a few tourist cabins. The village of Marshfield is a quiet, agricultural community, little touched by the rush of the highway traffic.

<sup>96</sup> Ramona Lehman, "The Munger Moss," Show Me Route 66 Magazine. Spring 1999 and Kelly, p. 150-153.

<sup>97</sup> Michael Wallis, Route 66 - The Mother Road. (New York: St. Martin's Press, 1990), p. 9-15.

In passing, it should be mentioned that many of the "cafes" mentioned in this Guide Book do not survey full-course meals. Often, many roadside cafes serve only sandwiches, soups, chili, pie and similar light food. The size of the cafe building is usually an indication of its menu. Any time you see several huge trucks parked outside a roadside cafe, you can usually be assured of excellent coffee and possibly other food as well, for these men who make long drives know where to stop.

205 mi. (16mi.) Gas Station. Another at 206.

207 mi. (14mi.) Start climbing a one-mile, winding grade. At the top is Red Top tourist camp: cabins and gas.

210 mi. (11 mi.) Oak Grove Lodge: gas and cabins.

215 mi. (6 mi.) Enter **STRAFFORD** (Pop. 311; alt. 1,482'; McDowell garage; gas; no courts), a community whose peak has been passed, now only a suburb of Springfield.

218 mi. (3 mi.) Gas station. Another at 219 mi. (2 mi.)

221 mi. (0 mi.) Enter northeast edge of Springfield (Pop. 61,238; alt. 1,324; all types of accommodations:) There are two routes: through town on City 66, or around it on Bypass 66. There are plenty of tourist courts on all approaches to the city, and several hotels in town....

As quickly as tourists disappeared from the highway when World War II began, they returned after the war ended. In fact, post-war travel exceeded pre-war levels. The increase in tourism was great for roadside business owners, and many refer to this period as the golden years of Route 66. Ironically, the success of Route 66 eventually led to its demise. The deteriorated condition of Route 66 caused by military vehicles and lack of maintenance during the war along with the increased traffic on the highway highlighted the predominately two-lane road's inadequacies. Increasingly, the need to separate roadside businesses, which caused highway congestion, from the roadway itself was acknowledged. Although the National Interstate Highway System was authorized by the Federal Aid Highway Act of 1944, the anticipated costs of the construction of such a system and Congressional debate over the Interstate System's form delayed its implementation until the mid-1950s. As a result, Route 66 was given a reprieve for several years.

### **U.S. 66 – Decline and Decommissioning: 1956-1985**

In 1956, President Dwight D. Eisenhower signed the Federal Aid Interstate Highway Act and sealed the fate of Route 66. This legislation authorized the appropriation of funds for the construction of the Interstate Highway System, which was originally authorized by the Federal Aid Highway Act of 1944. Funding for the Interstate System would be paid for almost exclusively by federal funds. Under the new legislation, the states would only bear the burden of 10% of the costs to construct the Interstate System.

Missouri was the first state to award a contract using the Interstate construction funding authorized by the 1956 federal legislation. This contract was for the construction of the Interstate 44 bypass of Lebanon, Missouri. The construction of I-44 in Missouri was not completed until 1980. As each new section of the Interstate was completed, one more section of U.S. 66 was decommissioned and hundreds of roadside businesses were bypassed. During this period, many sections of the Interstate carried the dual designation of I-44 and U.S. Highway 66. Although

some sections of Route 66 remain in use, designated Business 44, many sections of the old highway were completely abandoned.

In 1962, Missouri led one of the last efforts to save the number 66 as a cross-country route designation. On behalf of all of the Route 66 states, the Missouri State Highway Department petitioned AASHO to have the Interstates between Chicago and Los Angeles renumbered as I-66. This petition was denied.

The last Route 66 shield-shaped signs in Missouri were removed in 1977, and the last section of the old U.S. 66 roadway in use as a part of the Interstate Highway System in Missouri, located between Hooker and Waynesville, Missouri, was bypassed in January of 1980. Four years later, the last section of U.S. 66 in use in the country was bypassed by Interstate 40. Across the country, U.S. 66 was replaced by Interstates 55, 44, 40, 15, and 10.

In 1990, both the Missouri state government and the Federal Government recognized the historical significance of Route 66 in American history. Governor John Ashcroft signed House Bill 1629, which designated Old U.S. Highway 66 in Missouri as a historic highway. Over the past ten years, Historic Route 66 signs have been installed along the length of old U.S. 66 in Missouri. Congress passed the Route 66 Study Act of 1990, which directed the National Park Service "to conduct a special resource study to consider management and preservation options for Route 66."<sup>98</sup> Furthermore, through the passage of House Resolution 66 in 1999, Congress authorized the appropriation of up to \$10,000,000 between 2000-2009 for a program to conserve the cultural heritage of Historic Route 66.

Despite the fact that it was relatively shortlived as an interstate highway, U.S. Highway 66 (Route 66) is, without a doubt, the most famous road in America. It is important in the history of transportation in the United States as the first national highway linking Chicago and Los Angeles, but its significance in American history is much more far-reaching. Route 66 is symbolic of the major changes in American life during the first half of the twentieth century. These changes included the proliferation of automobiles, the development of roadside culture, and the westward migration of Americans during the depression and post-war years. However, more than anything else, Route 66, the Main Street of America, the Mother Road, has become an icon of progress, hope, opportunity and adventure in America.

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<sup>98</sup> Powell, "Route 66 Timeline - with an Emphasis on Missouri," p. 13.

## Associated Property Types

Most of the buildings inventoried in the Phase I and Phase II survey projects were simple vernacular properties. However, approximately one-third of the buildings inventoried could be described in terms of their allegiance to a particular architectural style. Of those buildings, more than half exhibited massing or detailing typical of Craftsman styling. Other styles that were represented in the survey group include twentieth century revival styles, such as Tudor Revival and Mission/Spanish Revival, and modern styles such as Art Deco, Streamline Moderne and International. The Revival Styles were found in their greatest numbers on buildings constructed in the 1920s and 1930s while examples of buildings with modern styling mostly date from the 1940s and 1950s.

The difficult economic climate in which many of the buildings in the survey group were built resulted in buildings constructed primarily with inexpensive, easily acquired, if not found, materials. The buildings in the survey group were often constructed with a variety of building materials. Frame construction was the dominant construction method for buildings in the survey group. These buildings were often sheathed with weatherboard siding or stucco. However, native stone was also a very common building material among properties in the survey group. Many of the stone buildings in the survey group are constructed with random coursed rubble set in concrete, but others have frame walls with slab rock veneer, giraffe rock or combinations of rock and brick. Brick was also used as an exterior wall material on buildings in the survey group, but it is found largely on buildings located within the commercial areas of the towns along the route rather than on the buildings distributed between towns.

The consultants found that the inventoried resources fit into six basic property types: Auto Related, Commerce and Entertainment, Restaurants, Lodging, Landscapes and Historic Districts, and Roadway Resources.<sup>99</sup> In addition, subtypes were developed to further delineate several of these property types. Each of the resources inventoried in Phase I and Phase II were classified as one of these property types.

The following table shows the number of resources in each of the different property types:

<b>Property Type</b>	<b>Number of Resources</b>
Lodging Resources	126
Automobile-Related Resources	112
Restaurants and Taverns	43
Commerce and Entertainment Resources	49
Landscape and Roadway Resources	20
<b>Total Number of Resources</b>	<b>348</b>

<sup>99</sup> The seven property types identified the Phase I Survey Report were: Garage/Filling Station, Cottage Courts, Tourist Homes, Hotels and Motels, Restaurants, Cafes and Roadside Stands, Stores and Curio Shops, Landscape Resources, Other, and Historic and Cultural Landscape Districts.

## Property Type A. Lodging

**Figure 17: The ca. 1945 Rock Fountain Court, in Springfield, (Inventory GR.021) is a highly intact example of the Cottage Court Subtype.**

**Source: Photo by Debbie Sheals, 2002.**



[1]Other lodging facilities in the survey group which had a high level of integrity and generally good physical condition include the ca. 1934 Wagon Wheel Motel in Cuba (CR.008); the 1946 Munger Moss Motor Court, in Lebanon (LC.004); Camp Joy, built in 1927 in Lebanon (LC.009); the ca. 1946 Rest Haven Court, in Springfield (GR.008).

### Description: Lodging

The Lodging property type refers to establishments, which offered temporary lodging for rent during the period of significance. This is the most common type of resource identified by the survey; just under 36% of the study properties were associated with roadside lodging during the period of significance. Surviving commercial lodging along the route includes a few tourist homes and downtown hotels, as well as large numbers of cottage courts and motels. Construction dates for lodging facilities in the study group range from ca. 1910 to ca. 1960.

Tourist homes often functioned like boarding houses, only on a more temporary basis. The Lenz Homotel in Laclede County, (Inventory number LC008) which rented rooms to travelers from 1932 to 1975, is a good example of that type of commercial lodging. Hotels, the most formal type of lodging found along the route, are often sizable buildings located in commercial centers of larger communities. Hotels differ from motels, which came later, in that guests come and go through public spaces, usually a formal lobby, as opposed to motels, which were designed to give travelers easy access from car to room, usually via private exterior entrances to each room. Many of the hotels recorded during the survey pre-date the highway. Notable 66 era hotels in the

survey group include the Kentwood Arms, which was built in 1926 in Springfield (GR.016), and the 1931 Hotel Edwin Long in Rolla (PH.009). The Edwin Long was the headquarters for the celebration of the completion of Route 66 across Missouri three days after it opened.<sup>100</sup>

The vast majority of the lodging establishments among the survey group, however, are either cottage courts or motels, both of which are property types which developed specifically for the roadside tourist trade. Those two subtypes, which account for more than 95% of the lodging resources in the survey group, are described separately below.

It should also be noted that roadside lodging facilities during the period of significance were often multi-functional operations, offering such things as gas, groceries, and hot meals. About 20% of the lodging establishments within the survey group offered at least one additional service; several of those had multiple functions.

Lodging properties also tended to have at least minimal landscaping to add an air of homelike comfort, as well as distinctive signs to catch the traveler's eye. A notable large and intact early motel sign can be found at the Rest Haven Motel in Springfield, which opened for business in 1946, and continues to serve travelers today (GR.008). Many of the lodging establishments also have, or had, swimming pools, a feature, which became almost requisite in the years following WWII.

#### Subtype: Cottage Court

Also referred to at times as a tourist court, or cabin court, this subtype is defined by the use of separate, home-like buildings for guest rooms. It is the single most common property type within the survey group, accounting for some 64% of all lodging facilities and nearly 23% of all survey properties. The cottage court is also one of the earliest forms of roadside lodging; more than half of the cottage courts among the survey group were built before 1940.

Individual buildings could contain one or more units; one per building is most common, and more than two unusual. Although wall materials vary, the use of at least some native stone was particularly popular, especially during the 1930s and 1940s when building materials were scarce. The office is often in a separate, larger, building. It is not unusual to see offices, which accommodated other operations as well, such as a gas station or the owners' personal residence.

The cabins were generally arranged on the property in some formal layout, such as a half circle or square, although a few examples along 66 in Missouri do utilize a more random approach. The two most common layouts are a half circle facing the road, or long rows of units lined up along a rectangular courtyard. The crescent layout was often used where there was good road frontage, while the long court allowed the owner to take advantage of a deep lot by placing the short end of the court at roadside, usually behind an elaborate front office.

Most courts also have, or had, some unifying landscaping as well. At least one early cottage court, the Rock Fountain Court in Springfield, (GR. 021) took its name from a formal landscape feature, the large rock fountain that originally graced the hedge-lined front courtyard. That property, along with the Wagon Wheel Motel, in Cuba Missouri (CR.008) is being nominated to the National Register as part of the current survey and identification project.

#### Subtype: Motel

Motels, which comprise nearly 32% of all lodging facilities in the survey group, represent the next phase in the evolution of roadside lodging. Although they are like cottage courts in that they cater to highway travelers, motels differ physically from courts in that the room units tend to

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<sup>100</sup> The Edwin Long building was listed in the National Register of Historic Places in 2001.

be connected, often in long low buildings. Some of the motels in the survey group actually followed the national trend of being created by modifying existing cottage courts via low new roofs which attached individual cabins into larger buildings. In some cases, the former spaces between the cabins were converted into additional units as well. The new motel form retained the cottage court's auto-friendly design, however, with individual entrances close to private parking spaces, and many of the same types of settings and services. The form's roots in the cottage court were also reflected in the use of the term "motor court," especially in the transitional period of the 1940s.

Nationally, "motel" largely supplanted "court" as a descriptive term in the years following WWII, and this is reflected in the survey group.<sup>101</sup> The oldest example in the group, the Boots Motel in Carthage, was built in 1939, and more than two thirds of the motels surveyed along Route 66 in Missouri were built after 1943. The relatively early construction date of the Boots Motel is reflected by its modified court design, which features small units separated by open garage spaces, grouped together under two or three larger roofs. The Shamrock Motel (CR.001), which was built ca. 1945 in Sullivan, is a good example of a motel which utilizes a more integrated unit configuration.

### Significance: Lodging

Roadside lodging accommodations along Route 66 in Missouri reflect national trends in the travel service industry; they serve as tangible links to the early days of cross-country travel along Route 66. Unlike the other types of resources related to Route 66 in Missouri, these businesses were created exclusively for the use of travelers, and had few local customers. They were, however, almost all locally owned and operated. Roadside lodging in the first half of the twentieth century was predominantly a "mom-and-pop" industry. More than 98% of all motels in the country were independent operations in 1948. That percentage dropped significantly in the 1960s and 1970s, as national and regional franchise operations began to dominate the lodging industry.<sup>102</sup>

As with other property types associated with Route 66, early twentieth century developments in the lodging industry were closely linked to the rise in popularity of the automobile. Although the modern hotel had been around for almost a century by the time the automobile was developed, it was not until the 1920s and 1930s that full service roadside lodging facilities became common.

Prior to the early 1800s, commercial lodging in America and Europe consisted mostly of inns which offered rooms and sometimes communal meals, all of which were of varying quality. The level of housekeeping services also varied, and in many cases, travelers were required to supply their own servants. It was not until around 1800 that the concept of combining overnight lodging with full housekeeping and dining services began to develop. The idea caught on quickly. One history of the industry noted that "it took 12,000 years for innkeepers to progress to the point of having 30 rooms under one roof. And in the next 100 years this jumped to 3,000 rooms."<sup>103</sup>

It has been noted in several historical accounts that the modern hotel industry is an American invention. The full service Tremont Hotel, which opened in Boston in 1839, has been

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<sup>101</sup> Chester H. Liebs, Main Street to Miracle Mile: American Roadside Architecture. (Baltimore: The Johns Hopkins University Press, 1995), p. 182.

<sup>102</sup> John A. Jakle et al., The Motel in America. (Baltimore: The Johns Hopkins University Press, 1996), pp. 79 and 150.

<sup>103</sup> Henry End, Interiors Book of Hotels & Motor Hotels. (New York: Whitney Library of Design, 1963), p. 3.

widely recognized to be the first hotel ever opened.<sup>104</sup> The Tremont pioneered a number of features associated with modern hotels. It was, for example, the first to offer washing facilities, including what was at that time a rare commodity, soap, in every room. The Tremont was instantly a hit, and was soon imitated throughout America and Europe. Hotels became a standard feature in communities across the country, and were often regarded as objects of civic pride, with communities competing to have the biggest and best hotel of the day.

The locations of commercial lodging facilities have always been tied to transportation routes. The first known inns or taverns operated along trade routes thousands of years ago, and later, were located near stage lines in both America and Europe. One description of the English inn system claimed that “the stagecoach and the inn developed together for the 200 years before the railroad appeared.”<sup>105</sup> The spread of railroad service had a profound effect upon the growth of the hotel business in America, especially in frontier situations. As one history put it, as “the railroads spread westward across the continent, new cities grew at junction points. With new cities came new chambers of commerce that realized the need for a grand hotel to demonstrate enterprise and faith in the future.”<sup>106</sup>

Those downtown hotels, which varied from upscale establishments to basic accommodations for traveling salesmen, did not quite meet the needs of the new breed of automobile traveler, however. Early automobile tourists, especially in the days of open cars and dirt roads, were not comfortable with the thought of traipsing through a downtown hotel lobby to secure lodging after a day on the road. Location was also an issue; the commercial center of town was usually inconvenient to the highway traveler, as it often required a trip through traffic and unfamiliar neighborhoods.

Another issue was the distance between communities large enough to have a downtown hotel. Traveling by car meant that one could stop for the night anywhere along the route that suited, but the problem was that there was often nowhere to stay when they did stop. As a result, many early travelers simply camped. As one history of the motel put it, “They brought camping gear, found an attractive spot along the roadside at day’s end, pitched a tent, lit a fire, and then slept in their own makeshift camp.”<sup>107</sup>

By the time work began on Route 66, campgrounds for motorists, often called tourist camps, had become common features along many of the nation’s roadways. Those camps were at first publicly owned and operated, and in most cases free, but as the need to charge for the services became apparent, the private sector took over the business. Tourist camp operators saw an opportunity in the making, and quickly expanded their offerings to include cabins as well as campsites.<sup>108</sup>

The concept of individual dwelling units which came complete with tiny kitchens and many of the comforts of home was enthusiastically greeted by the traveling public. By the mid-1920s, the cottage court was the lodging of choice for the automobile traveler in America. It has been estimated that the number of cottage courts in the nation doubled between 1920 and 1926, and by

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<sup>104</sup> Arthur White, Palaces of the People: A Social History of Commercial Hospitality. (New York: Taplinger Publishing Company, 1968), p. 129.

<sup>105</sup> End, p. 2.

<sup>106</sup> End, p. 5.

<sup>107</sup> Liebs, p. 170.

<sup>108</sup> John A Jakle et al., The Motel in America. (Baltimore: The Johns Hopkins University Press, 1996), pp. 33-36.

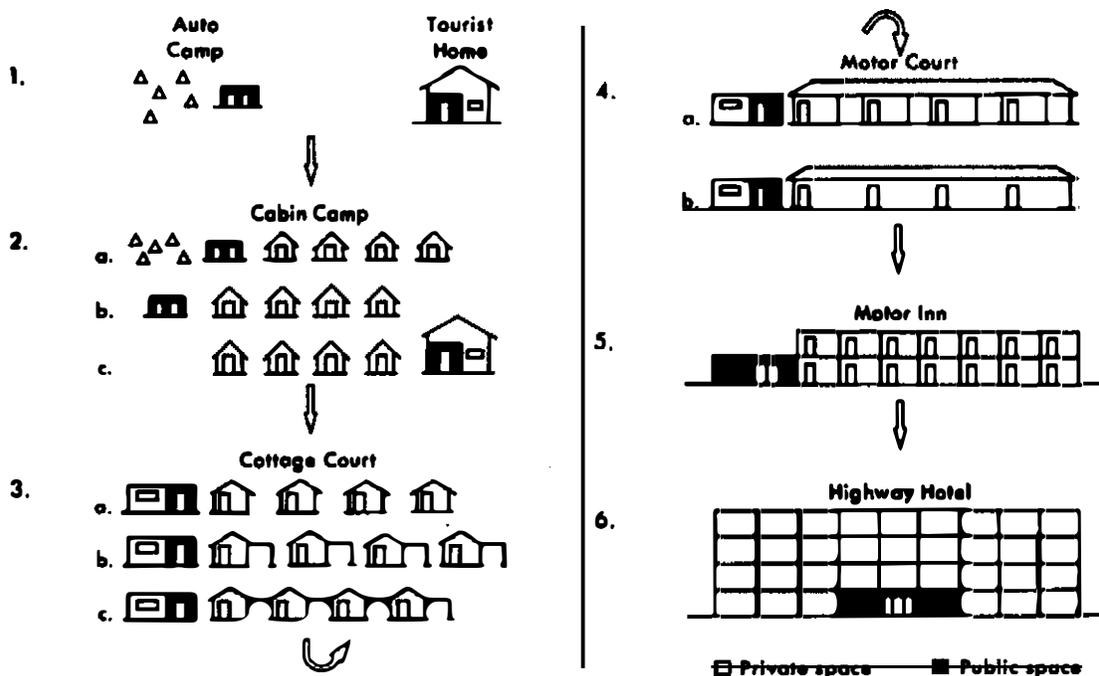
1935, there were 9,848 tourist courts in the country. Growth in the industry continued throughout the Depression; the national total had risen another 39% by 1939, to 13,521.<sup>109</sup>

Route 66 in Missouri was no exception, almost all of the 1920s and '30s era lodging facilities found on the old route today are cottage courts, and lodging directories from the 1930s include numerous listings for "cottages." The Missouri listings in a directory put out in 1935, for example, show that except in major cities, cottages greatly outnumbered hotels, especially in towns served by Route 66.<sup>110</sup> Hotels were completely absent from the listings for most of the smaller communities, many of which had two or three cottage courts. Early directories also show that the cost of cottage rental was usually about the same or slightly less than that of a hotel room, about \$1.50 per night.

As the industry matured, operators began combining units into larger buildings for the sake of efficiency. This was done either as part of a remodeling project, or, in the case of later buildings, as an original design element. The terms "motor court" and "motel" came into widespread use, and by mid-century, the "motel" had become firmly established as the modern form for roadside lodging. The term "motel" had actually been around for two decades by then; the first establishment to operate with that name was the Milestone Mo-tel in San Luis Obispo, California, designed by architect Arthur S. Heineman in 1925.<sup>111</sup>

**Figure 18: Evolution of the Motel Form.**

**Source: Chester H. Liebs, Main Street to Miracle Mile: American Roadside Architecture. (Baltimore: The Johns Hopkins University Press, 1995), p. 37.**



<sup>109</sup> John Margolies, Home Away From Home: Motels in America. (Boston: Bulfinch Press, 1995), pp. 32-36.

<sup>110</sup> Conoco Travel Bureau, Conoco Travel Bureau Hotel and Cottage Camp Directory. (Conoco: USA, 1935), pp. 42-49.

<sup>111</sup> Margolies, p. 68.

Although auto tourism saw a sharp drop during WWII, the post-war years more than made up for lost time. Those operators who had managed to hold on through the slow war years were rewarded with the largest client base yet. One source estimates that by 1956, there were approximately 60,000 motels and tourist courts in the country.<sup>112</sup> Ownership profiles within the industry had not seen many changes to that point; the majority of those operations were still mom-and-pop businesses, locally owned and operated.

That pattern of ownership began to change in the late 1950s and early 1960s, as large corporations took notice of the ever-growing market. *Fortune* magazine put it thus in 1959: The motel was like the stationary-store business. You had these thousands and thousands of little courts run by middle-aged, semi-retired couples. They had the world by the tail—a market yelling for improvements—and they couldn't handle it. Then, almost overnight, the big money began to flood in from everywhere—and I mean everywhere.<sup>113</sup>

With corporate interest came new, larger buildings, with more rooms per operation. The long low profiles of the motor courts and early motels gave way to larger, often multi-story buildings, many of which utilized standardized designs. By the 1960s and 1970s, roadside lodging had largely lost its local touch. Mom and Pop had retired, and many of the modest vernacular buildings which defined the early motor courts had fallen from use or been replaced.

For many of the owners of the courts and motels of Route 66, that change had come about earlier, however. Decommissioning of the old route, combined with the construction of Interstate 44, meant that almost overnight, traffic out front dropped to a trickle. [2] They were not alone; countless roadside businesses across the country suffered similarly. As Chester Liebs put it:

Probably the greatest threat to the industry.... was the specter of being bypassed. Motel owners about to be commercially marooned by road realignments, or even worse, new limited access superhighways had relatively few options.... For some, especially in isolated areas, the only choice was abandonment. As a result, to this day ghost motor courts, with their eerie gatherings of tumbledown cabins, are still a relatively common vision through the windshield.<sup>114</sup>

Route 66 in Missouri has its share of "ghost motor courts," as well as many former courts and motels which have found new life serving different functions. It is worth noting that there are also a few motels and courts along the route that managed to hang on through the slow years following decommissioning. Several of those now enjoy trade from travelers who wish to recreate the Route 66 experience. The Wagon Wheel Motel in Cuba, Missouri, is one such motel. It continues to operate in its original function, and in recent years has had overnight guests from all over the world, many of whom come thousands of miles to enjoy the historic ambiance of Route 66.

The surviving lodging establishments on Route 66 in Missouri reflect national trends in the development of roadside lodging, and strongly evoke the days when such establishments were locally owned and operated. They stand as reminders of the days when Route 66 was still considered The Main Street of America.

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<sup>112</sup> Liebs, p. 183.

<sup>113</sup> Quoted in Liebs, p. 184.

<sup>114</sup> Liebs, p. 184.

### Registration Requirements: Lodging

Representative examples of the above property type will be eligible for inclusion in the National Register if they are reasonably intact, and readily recognizable to the period of significance. Intact buildings will retain their basic early form, with no major modern alterations to principal exterior dimensions or rooflines. Door and window openings, especially on the principal elevations, should also be intact, and most original exterior trim and other detailing should remain in place. Integrity of location and association will be especially important; the property should be located close to the historic roadway, and continue to reflect its early association with the travel trade along Route 66.

Although the buildings must be reasonably intact to qualify for listing, alterations and minor changes are practically inevitable, and in the case of travel-related businesses, often a natural outgrowth of the need to project an up-to-date image to the public. Additions and alterations which are more than fifty years old are likely to have acquired historic value of their own. Rear additions and alterations to secondary elevations are also acceptable, as long as they are not overly noticeable from the street. Representative examples of the Lodging property type which meet the above requirements will be eligible under Criterion A, in the area of Commerce, with a period of significance which corresponds to the time in which they offered commercial lodging along Route 66 in Missouri.

Buildings which exhibit a high level of individual integrity of design, materials and workmanship may also be eligible under Criterion C, in the area of Architecture. Buildings eligible in the area of Architecture will be highly intact. Original or early building materials will predominate, especially on wall surfaces, and at least some early or original doors and/or windows should also be extant. Such things as intact interiors or the presence of associated site features, such as historic signage, will bolster eligibility in this area.

Intact groupings of resources which convey a sense of their time and place may also qualify for listing as historic districts, under one or both of the above criteria. Intact tourist courts, which by their nature contain a collection of resources, will be considered as historic districts. Such groupings need not be limited to a single property type, however, as multi-functional operations were common during the period of significance.

Historic districts will be eligible under Criterion A if they contain a reasonably intact collection of historic resources which reflect their early relationship to Route 66 in Missouri. Districts eligible under Criterion C will also exhibit a notably high level of physical integrity. To be eligible under either criterion, the majority of the buildings within a district must have been built when Route 66 was in use, and as a group, they should continue to reflect their association with the travel trade of that road. The general setting and the cohesiveness of the resources will have a strong impact upon how well the district conveys a sense of time and place. An intact setting, paired with a significant concentration of intact resources, is therefore required for district designation.

## Property Type B: Automobile Related

**Figure 19: Moore's Station (GR.032) was built in western Green County around 1929. When it was open, the business offered at least two cabins for rent as well. It also provides a fine example of vernacular stone construction. Source: Photo by Carol Grove, 2002.**



Other automobile related resources in the survey group which had a high level of integrity and generally good physical condition include the ca. 1940, Delano Station, in Cuba, CR012, the ca. 1950-51 Skelly Gas Station, in Phillipsburg (LC.017), and the ca. 1932, Lilley Gas Station and Grocery Store, in Springfield, (GR.143).

### Description: Automobile Related Resources

The automobile related resource is a property type which was directly tied to automobile sales or service during the period of significance. This is one of the most common types of resources still found along the roadside; nearly a third of the properties in the survey group, about 32%, had gasoline sales or automobile service as their primary function during the period of significance. Many of the businesses continue to operate in their original capacity. Most of the resources are buildings, although some related structures and objects, such as signs, canopies, and gas pump islands also survive. Early or original pumps are quite rare; any survivors represent especially important resources.

Most automobile related resources are located directly adjacent to the roadway. The settings and associated buildings vary widely; some of the businesses operated in association with other roadside enterprises, while many were the only business on the property. Although most of the automobile related properties in the survey group operated independently, there were

a number of gas stations which were associated with other businesses, such as grocery stores or cabin courts. Construction dates for the automobile related resources in the survey group range from ca. 1916 to ca. 1962.

#### Subtype: Commercial Garage

Commercial garages are buildings which historically had automobile service and/or sales as their primary function. They are located on or close to the highway, and are in most cases relatively large, and clearly commercial in appearance. Most have prominent garage doors on the facade or a side elevation, and some sort of office space near the front of the building. Prominent garage type doors for auto access are a character-defining feature of this property type.

Historically, auto service operations included towing and repairs; auto sales were less common along the highway corridor, although some local dealers did profit from parts sales to travelers. Some were multi-functional buildings, combining service operations with such things as grocery stores and/or gas stations. Several also have living quarters, most commonly above the main shop and service space. Many of the commercial garages identified during the survey continue to provide auto service operations today.

#### Subtype: Gas Station

Gas stations are buildings which were built specifically for the sale of gasoline to the general public. They are often relatively small, especially if they were single-function buildings used solely for gasoline and oil sales. Buildings used exclusively as gas stations often had only a small office area and one or two bathrooms. Gas pumps generally sat in front of the building, between it and the highway. Although early gas pumps themselves are rare, many of the gas station properties in the survey group retain early or original concrete islands which housed those pumps, and many also have early signs or signposts.

Although gas stations were built in a variety of forms and materials, two basic themes prevail within the survey group. Early stations especially tended to emulate residential structures, while later examples had a more commercial appearance. Those two types of gas station buildings have been identified on survey sheets as residential theme gas stations, and as oblong box gas stations.

#### Subtype: Residential Theme Gas Station

Residential theme gas stations generally have hipped or gable roofs, often with residential type windows and doors. Some have covered drives which are sheltered by an extension of the main roof of the building. They always have an office or retail area; some also have small service bays which are original or early additions. The most common stylistic influences for these buildings are Craftsman and English Cottage or Tudor Revival. Those with a Craftsman influence often use stone or brick walls, and feature heavy square posts for the covered drives, with gable or hipped roofs. Those utilizing English Cottage Revival details are characterized by very steeply pitched, side-facing gable roofs which generally have at least one small, equally steep, front cross gable. Brick or weatherboard wall surfaces are common on those buildings. This subtype was constructed most commonly in the 1920s and 1930s.

#### Subtype: Oblong Box Gas Station

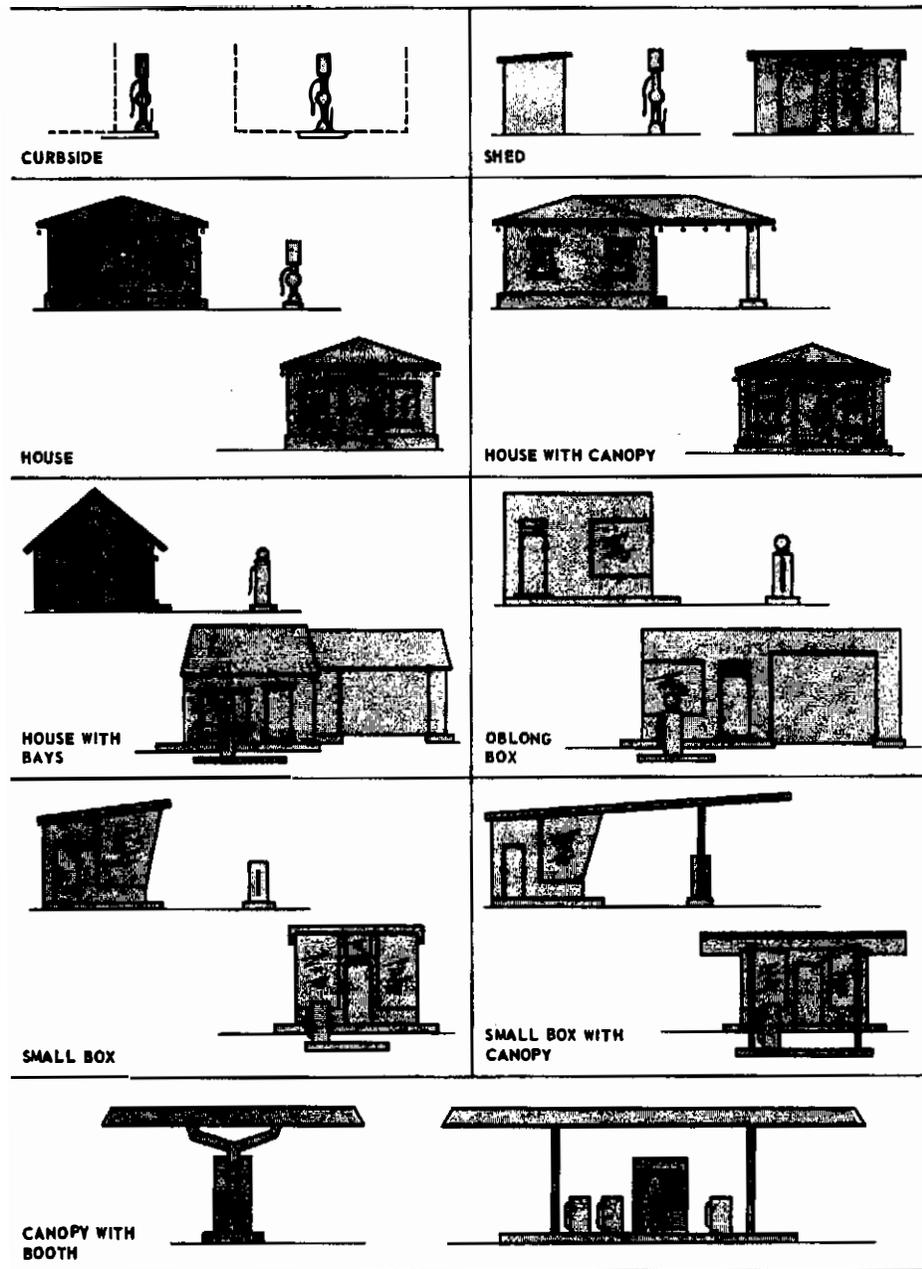
The more commercial designs which tended to be popular later can generally be classified under the oblong box heading. Those buildings have flat roofs and simple clean lines which reflect the popularity of the Modern and International styles in architecture. They generally contain

both an office/retail area and at least one service bay, set side by side to create a rectangular, or oblong, footprint. The windows and doors of the office areas are commercial in form and materials, generally consisting of large metal-framed storefront units, many of which wrap around

**Figure 20. Gas Station Types.**

**Source: John A. Jakie, and Keith A. Sculle, The Gas Station In America, (Baltimore and London: Johns Hopkins University Press, 1994), p. 134.**

Of these types, the *House*, *House with Canopy*, and *House with Bays* correlate to the Residential Theme category used for 66 in Missouri. The *Oblong Box* is the other form most often built on 66 in Missouri before mid-century.



**FIGURE 5.3** Gasoline station types identified in an analysis of illustrations in *National Petroleum News*, 1910 through 1990.

the corner which contains the office. Common wall materials include stucco and metal panels. This type of gas station came into use in the mid-1930s and continued to be built in to the 1950s and beyond.

### Significance: Automobile Related

Commercial garages and gas stations share with Route 66 a strong connection to the automobile; neither would have existed had not the automobile become such a dominant force in American life. Nationally, commercial garages and filling stations came into existence in the 1910s, as a result of the exploding popularity of the automobile.<sup>115</sup> In less than a decade, the car went from being a novelty owned only by a wealthy few, to an integral component of American life.

In Missouri, for example, the number of registered motor vehicles jumped from 16,387 in 1911 to 347,480 in 1921.<sup>116</sup> By 1926, the year Route 66 was officially commissioned, there were more than 650,000 cars in Missouri alone, and automobiles had become the largest industry in the United States. By the time paving of the route was completed in Missouri in 1931, 55% of all American families owned a car.<sup>117</sup> That increase created a whole new category of commerce, which naturally had an effect upon the built environment; automobile related commercial buildings soon became part of the landscape.

Gas stations came into existence relatively early in the growth of the automobile industry; some cities had such facilities before 1910. One history of the gas station noted that “early motorists treated their cars like horses, feeding them petroleum obtained from drums at the local livery, hardware or dry goods store...Eventually price-conscious motorists began bypassing traditional gasoline dealers in favor of a trip directly to the bulk-station.”<sup>118</sup> That practice resulted in the development of the filling station, which was described by the same source as a building type which was “at once highly sophisticated and disarmingly simple.”

Many of those early businesses were literally “filling stations,” where the only service offered was filling the tank of a car with gasoline. In some cases, those stations were created by simply adding a pump in front of an existing house or store, or putting up a small shed next to a new pump.<sup>119</sup> Early multi-functional auto service establishments were often located in former livery stables and other large buildings which had been in use for horse related functions. As one history of the gas station put it, many of those businesses located in “the ordinary architecture of converted livery stables, sales barns, and other utilitarian structures...”<sup>120</sup>

As time went on, and more and more cars came into use, the business grew and the need arose for a more diverse range of services. As the auto became firmly established as America’s favorite means of transportation, new buildings designed exclusively for automobile related

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<sup>115</sup> Daniel L. Vieyra, “Gas Stations,” in Built in the U.S.A. (Washington, D.C.: Preservation Press, 1985) pp. 86-89.

<sup>116</sup> Wilson Bell, Secretary of State, Official Manual of the State of Missouri. (Jefferson City: Mid-State Printing Co., 1946), p. 827.

<sup>117</sup> Jean-Pierre Bardou et. al., The Automobile Revolution: The Impact of an Industry. (Chapel Hill: University of North Carolina Press, 1982), pp. 112-113.

<sup>118</sup> Vieyra, p. 86.

<sup>119</sup> John A. Jakle and Keith A. Sculle, The Gas Station in America. (Baltimore and London: Johns Hopkins University Press, 1994), pp. 134-137.

<sup>120</sup> Jakle and Sculle, p. 39.

businesses began appearing, and by the time Route 66 was being paved, most auto related establishments were located in buildings constructed specifically for that purpose.

The maturing auto service industry also saw a specialization of services. Commercial garages focused on such things as repair and towing, while gas station operators continued to emphasize the retail aspect of the business. (There was, of course, overlap of function, both within the auto service industry and within the larger scope of traveler services. Several of the commercial garages still on Route 66 in Missouri, for example, also sold groceries or gasoline during the period of significance.)

With that specialization came different building forms. Commercial garages were usually housed in relatively large buildings, within which several vehicles could be stored or serviced at one time. The facades of those buildings were often dominated by large garage doors which allowed access to the service areas, and most showed little concern for an eye-catching design of the facade. Gas stations, by contrast, emphasized the retail side of the auto service industry, and even early buildings reflect the desire to present a pleasing facade and to capture the traveling public's attention.

Retail operations continued to expand, and soon most gas or filling stations were true "service stations," with added offerings of everything from repair service to public bathrooms and food and drink sales. Service stations were one of the first business types on the roadway to see corporate control and standardization. In an era when most businesses along Route 66 were locally owned "mom-and-pop" type operations, many of the gas stations in the country were under corporate control. One of the first gas stations in the country was in fact built by a major oil company; Standard Oil of California opened a gas station in Seattle in 1907.<sup>121</sup> By the time Route 66 was being established in Missouri, several major companies owned or leased large numbers of gas stations, many of which utilized standard designs.

Corporate property or private development, gas station designs followed an identifiable evolution in form and stylistic characteristics during the first half of the twentieth century. In general, earlier stations tended to emulate residential designs, while those built later adopted a more commercial appearance.<sup>122</sup> This reflected patterns of use as well as current styles. Gas stations built in the 1920s and 30s were often located in residential neighborhoods, and oil company designers took special care to ensure they fit their surroundings. (See Figure 19.) Out of that concern developed the Residential Theme Gas Station Subtype. Those stations often housed simple filling station type operations which required no service bays and little public display space.

The depression years brought a change in the way gas stations operated, and a corresponding change in the average size and form of the buildings that housed them. As gasoline sales slowed with the economy, operators expanded their offerings to boost overall sales. Most stations became service stations, with more and larger service bays, and a more diverse offering of items for sale. It became standard practice for gas stations to offer the "TBA line": tires, batteries and accessories.<sup>123</sup> That greater range of products necessitated larger display areas within the station, and there was a growing desire to have the buildings reflect their commercial function.

Those changes, combined with new trends in architectural styling, led to the development of the Oblong Box Gas Station form. (See Figure 20.) That larger form is characterized by a

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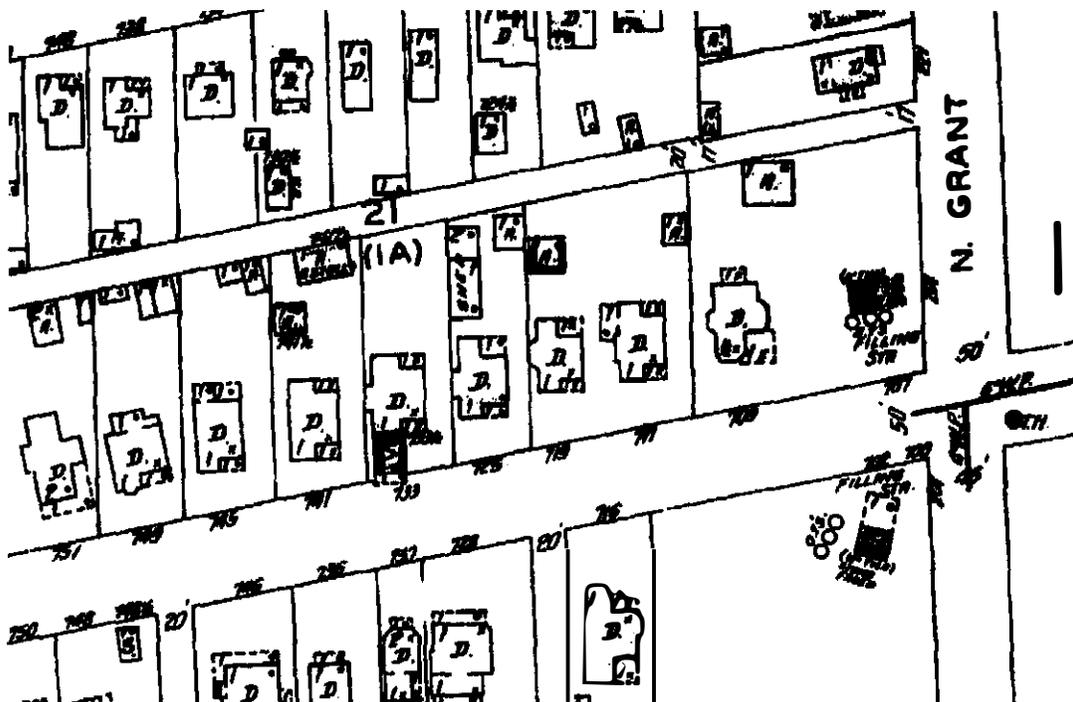
<sup>121</sup> Jakle and Sculle, p. 131.

<sup>122</sup> This evolution is nicely summarized by Jakle and Sculle in The Gas Station in America.

<sup>123</sup> Jakle and Sculle, p. 144.

rectangular footprint, flat roof, integrated service bays, and a generally more commercial handling of architectural details. Although the use of streamlined styling and flat roofs for this form reflected the International style of architecture, the end product has been more accurately described in The Gas Station in America, which notes that the designers of the new form “introduced ‘Depression

**Figure 21: 1933 Sanborn Map of a neighborhood in Springfield, Greene County, showing corner filling stations in an otherwise residential neighborhood. The wide street running between the stations is Route 66, now called College Street.**



architecture,’ a stripped down, functional design to put a new, optimistic face on hard economic times.”<sup>124</sup> The oblong box form became extremely popular for gas station design, and, with minor variations, was an industry standard throughout the middle of the 20<sup>th</sup> century.

Auto related resources survive from all significant periods of development of the highway, and they are among the most numerous of the Route 66 related resources left in Missouri today. Intact examples of this property type may be eligible under Criterion A, in the area of Commerce, for their connection to the travel trade associated with Route 66 in Missouri. Especially intact buildings may also be eligible under Criterion C, in the area of Architecture, as representative examples of the types and styles of architecture which housed those businesses. Gas stations and commercial garages owed their existence to the automobile, and the travelers along Route 66 provided a steady stream of customers. By the same token, the highway would have been useless had those businesses not offered support services for the highway users. The gas stations and commercial garages found along the roadway today are important reflections of that historic interdependence.

<sup>124</sup> Jakle and Sculle, p. 146.

### Registration Requirements: Automobile Related

Representative examples of the above property type will be eligible for inclusion in the National Register if they are reasonably intact, and readily recognizable to the period of significance. Intact buildings will retain their basic early form, with no major modern alterations to principal exterior dimensions or rooflines. Door and window openings, especially on the principal elevations, should also be intact, and most early exterior trim and other detailing should remain in place. Integrity of location and association will be especially important; the resource should be located close to the historic roadway, and continue to reflect its early association with the travel trade along Route 66.

Although the buildings must be reasonably intact to qualify for listing, alterations and minor changes are practically inevitable, and it is important to gauge the overall effect of any changes when evaluating eligibility. Rear additions and alterations to secondary elevations are acceptable, as long as they are not overly noticeable from the street. Additions and alterations which are more than fifty years old are likely to have acquired historic value of their own, and should be carefully evaluated. Representative examples of the Automobile-Related property type which meet the above requirements will be eligible under Criterion A, in the area of Commerce, with a period of significance which corresponds to the time in which they were associated with Route 66 in Missouri.

Buildings which exhibit a high level of individual integrity of design, materials and workmanship may also be eligible under Criterion C, in the area of Architecture. Buildings eligible in the area of Architecture will be highly intact; original or early building materials will predominate, especially on wall surfaces, and at least some early or original doors and/or windows should also be extant. Such things as intact interiors or the presence of associated site features, such as gas pumps or signage, will bolster eligibility in this area.

Intact groupings of resources which convey a sense of their time and place may also qualify for listing as historic districts, under one or both of the above criteria. Such groupings need not be limited to a single property type. Multi-functional operations were common during the period of significance.

Historic districts will be eligible under Criterion A if they contain a reasonably intact collection of historic resources which reflect their early relationship to Route 66 in Missouri. Districts eligible under Criterion C will also exhibit a notably high level of physical integrity. To be eligible under either criterion, the majority of the buildings within a district must have been built when Route 66 was in use, and as a group, they should continue to reflect their association with the travel trade of that road. The general setting and the cohesiveness of the resources will have a strong impact upon how well the district conveys a sense of time and place. An intact setting, paired with a significant concentration of intact resources, is therefore required for district designation.

## Property Type C. Restaurants/Taverns

**Figure 22: The Red Cedar Inn, (SL.019) which was built in 1934 in Pacific, is a highly intact restaurant and tavern which has never left the family of its builder. It looks and operates today much as it did during the period of significance.**

**Source: Photo by Debbie Sheals, 2002.**



Other restaurants in the survey group which had a high level of integrity and generally good physical condition include the ca. 1945 Tinkle Bar, in, Waynesville, (PU.138), the ca. 1963, Steak 'n Shake, in Springfield, (GR.152) and the ca. 1935 State Line Restaurant, near the Kansas border (JP.033).

### Description: Restaurants and Taverns

The Restaurants and Taverns property type designates businesses which sold food and/or drink to travelers on Route 66 during the period of significance. At least 12% of the study properties fall into this category. They vary widely in form and type of business, from tiny ice cream stands with walk up windows, to larger full service restaurants; several of the restaurants recorded were operated in conjunction with hotel or gas station businesses. Styles and types of the buildings which housed those businesses also vary, although as a group, they tend to be relatively simple buildings, most often vernacular structures which utilize common building materials. Construction dates for restaurants and taverns in the study group range from ca. 1915 to 1963.

### Subtype: Food Stands and Drive-ins

This subtype describes the most modest of the food-service operations, the quick dining establishment. These businesses offered fast service, often via a walk-up window or open-air

stand. This could include such things as roadside hotdog stands, ice cream shops, and drive-in restaurants. In some cases, such as the Steak 'n' Shake Drive In, in Springfield, carhops served travelers lunch or dinner right in their cars. One of the best known roadside stands of the survey group is Ted Drewe's Frozen Custard, which has been serving homemade ice cream to travelers in St. Louis since 1941.

#### Subtype: Full Service Dining

Full service dining establishments, which include such things as diners, family restaurants and highway destination restaurants, offered travelers a more relaxed dining experience. They provided indoor dining facilities and table service. Offerings ranged from breakfast to full dinners. Several of the restaurants which served dinner, such as the Red Cedar, (See Figure 22) also had cocktail service, and several had separate bar or tavern operations as well.

#### Subtype: Taverns

Taverns are businesses which offered alcoholic beverages for consumption on the premises. Like restaurants, they took many forms, and often catered to local residents as well as tourists. There are six historic taverns among the survey group, with construction dates ranging from ca. 1920 to the mid-1950s.

#### Significance: Restaurants and Taverns

One study of restaurant history noted that: "The restaurant, like the gas station and the motel, is a form of commodified place" and claimed that most modern restaurants "follow the strict formatting of one or another corporate chain."<sup>125</sup> Many of the restaurants which served travelers on Route 66 in Missouri pre-date that period of standardization, and, like many of the early motels found there, reflect the days when private ownership and individualism was the norm for roadside businesses.

Unlike auto-related commerce and roadside lodging, the restaurant was established as a type of business before the advent of automobile travel. The concept of the restaurant, and even the term itself, can be traced to 19<sup>th</sup> century France. From the Encyclopedia Britannica:

The public dining room that came ultimately to be known as the restaurant originated in France, and the French have continued to make major contributions to the restaurant's development. The first restaurant proprietor is believed to have been one A. Boulanger, a soup vendor, who opened his business in Paris in 1765. The sign above his door advertised restoratives, or restaurants, referring to the soups and broths available within. The institution took its name from that sign, and "restaurant" now denotes a public eating place in English, French, Dutch, Danish, Norwegian, Romanian, and many other languages, with some variations.<sup>126</sup>

By the 19<sup>th</sup> century, the term had come into widespread use in the United States as a description of all manner of commercial dining establishments.

The restaurant business also differs from previously discussed property types in that there was a less linear type of development; different types of restaurants came into use at the same

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<sup>125</sup> John. A Jakle and Keith A. Sculle, Fast Food: Roadside Restaurants in the Automobile Age. (Baltimore: The Johns Hopkins University Press, 1999), p. 19.

<sup>126</sup> "Restaurant," Encyclopedia Britannica CD. (Chicago: Encyclopedia Britannica, Inc. 1999.)

time. As is the case today, it was possible to find both quick-dining and full service establishments in most settled areas by the last half of the 19<sup>th</sup> century.

Some of the first quick dining establishments could be found in industrial areas, near the gates of factories. Chester Liebs, in Mainstreet to Miracle Mile, has noted that early lunch counters were attractive to industrial workers, who were often “short on time but possessing sufficient pocket change for a lunch or supper break.”<sup>127</sup> Other notable antecedents include the type of food stands found in places like Coney Island and local fairs.

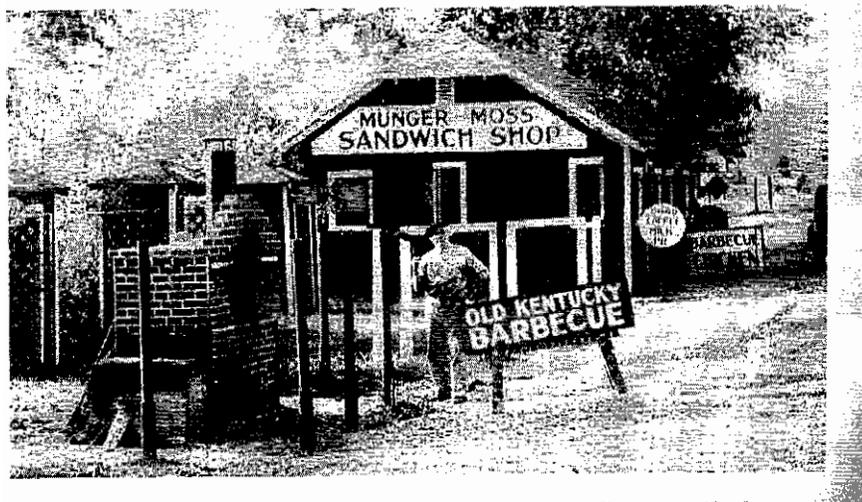
The quick dining establishment proved itself to be especially attractive to the roadside traveler, especially as automobile ownership came within the grasp of less affluent Americans. As one study put it “As automobile ownership increased to embrace even the lower middle class, the market for “road-food” grew, inviting contexts for roadside eating...” which was quick and inexpensive.<sup>128</sup> From those beginnings developed everything from the roadside barbeque shack of the 1940s to the fast food chains which line American roadsides today.

One of the most distinctive types of quick dining establishments to develop in the twentieth century was the drive-in, which offered in-car service, often under the shelter of a broad canopy. The presence of a canopy and carhop service can be considered to be defining features of the drive-in; as one history of the genre put it: “After World War II, drive-ins came to share one important architectural feature--the canopy. And the canopy served one important feature—to shade in-car eating where food was delivered on trays by carhops.”<sup>129</sup>

In a parallel pattern of development, full service dining establishments began appearing along American roadside by the early 1920s. Full service dining had been available to the American public for several decades before that, often in association with urban settings, large hotel operations, or saloons.

**Figure 23: An early photo of the Munger Moss Sandwich Shop, In Devil’s Elbow, Pulaski County.**

**Source: From Jakle and Sculle, Fast Food: Roadside Restaurants In the Automobile Age. Baltimore: The Johns Hopkins University Press, 1999, p. 172.**



<sup>127</sup> Liebs, p. 193.

<sup>128</sup> Jakle and Sculle, Fast Food, p. 42.

<sup>129</sup> Jakle and Sculle, Fast Food, p. 54.

The earliest full service roadside restaurants, which were often called tea rooms, offered family-friendly dining facilities in a relaxed environment. Tea rooms, which were often located in historic buildings or other quaint settings, were commonly run by female entrepreneurs. Although the tearoom as a type was relatively short-lived, tearooms did prove that there was a market for comfortable, moderately priced, full service dining along America's roadsides. From the tea room tradition came the roadside family restaurant, or highway cafe, a type which endures today. Many of the full service restaurants which operated in association with motels and gas stations during the period of significance were highway cafes.

Another form of full service dining found along the early highways was the "Highway Destination" restaurant. As Jakle and Sculle noted in Fast Food, "Highway destination restaurants catered not to transients seeking security and convenience, but to discerning customers seeking the unusual."<sup>130</sup> That account noted that such places could be upscale or less pretentious, but that customers were looking for "atmosphere" which could be established through such things as exterior architecture, interior design or other features which were calculated to be "place-defining." It was also noted that after prohibition, "the sale of alcoholic beverages set the highway-destination restaurant apart from other roadside eateries."<sup>131</sup>

The survey group includes two notable examples of highway-destination restaurants in eastern Missouri. One, the Red Cedar Inn, in Pacific, St. Louis County, is a rustic log building to which a log bar was added shortly after its construction in 1934. The Big Chief Restaurant, which was built in Pond, St. Louis County, around 1928, is a restaurant and bar in a Mission style building which was originally part of a motor court operation. Both of those businesses are today operating in their original functions.

Fast food or fine dining, the restaurants along Route 66 in Missouri stand as important links to the early days of car travel. Quick service restaurants allowed travelers on a tight schedule to grab a bite and go on their way. Highway cafes, which could be found operating as independent businesses, as well as in association with motor courts and gas stations, offered those with more time a comfortable, affordable place to eat. And finally, destination restaurants, which appealed to cross-state or cross-county travelers, provided a distinctive dining experience. All reflect the diversity of roadside dining options presented to the Route 66 tourist during the period of significance.

#### Registration Requirements: Restaurants and Taverns

Representative examples of the above property type will be eligible for inclusion in the National Register if they are reasonably intact, and readily recognizable to the period of significance. Intact buildings will retain their basic early form, with no major modern alterations to principal exterior dimensions or rooflines. Most door and window openings, especially on the principal elevations, should also be intact, and most original exterior detailing should remain in place. Other types of resources should exhibit comparable levels of physical integrity.

Integrity of location and association will be especially important; the resource should be located close to the historic roadway, and continue to reflect its early function. Because this property type includes businesses which are not necessarily dependent upon automobile travel or proximity to the highway, integrity of association will be especially important. For a property in this

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<sup>130</sup> Jakle and Sculle, Fast Food, p. 49.

<sup>131</sup> Ibid.

category to be eligible for its association with Route 66, there must be clear evidence that it was a goal of the business to take advantage of highway-generated traffic.

Although the resources must be reasonably intact to qualify for listing, alterations and minor changes are practically inevitable, and it is important to gauge the overall effect of any changes when evaluating eligibility. Rear additions and alterations to secondary elevations of buildings are acceptable, as long as they are not overly noticeable from the street. Additions and alterations which are more than fifty years old are likely to have acquired historic value of their own, and should be carefully evaluated. Representative examples of the Commerce and Entertainment property type which meet the above requirements will be eligible under Criterion A, in the area of either Commerce, or Entertainment/Recreation, (or in a few cases, both) with a period of significance which corresponds to the time in which they were associated with Route 66 in Missouri.

Buildings, which exhibit a high level of individual integrity of design, materials and workmanship, may also be eligible under Criterion C, in the area of Architecture. Buildings eligible in the area of Architecture will be highly intact; original or early building materials will predominate, especially on wall surfaces, and at least some early or original doors and/or windows should also be extant. Such things as intact interiors or the presence of associated site features, such early signs or other structures, will bolster eligibility in this area.

Intact groupings of resources, which convey a sense of their time and place, may also qualify for listing as historic districts, under one or both of the above criteria. Such groupings need not be limited to a single property type; multi-functional operations were common during the period of significance.

Historic districts will be eligible under Criterion A if they contain a reasonably intact collection of historic resources which reflect their early relationship to Route 66 in Missouri. Districts eligible under Criterion C will also exhibit a notably high level of physical integrity. To be eligible under either criterion, the majority of the resources within a district must have been built when Route 66 was in use, and as a grouping, they should continue to reflect their association with the travel trade of that road. The general setting and the cohesiveness of the resources will have a strong impact upon how well the district conveys a sense of time and place. An intact setting, paired with a significant concentration of intact resources, is therefore required for district designation.

## Property Type D: Commerce and Entertainment

**Figure 24: Wrink's Food Market (LC.007), which was built in 1947 in Lebanon, Laclede County provides a highly intact example of a grocery store which was opened specifically to capitalize on the Route 66 trade.**

**Source: Photo by Carol Grove, 2002.**



Other commercial facilities in the survey group which had a high level of integrity and generally good physical condition include the ca. 1943, Sterling's Hillbilly Store, a souvenir shop in Hooker, (PU.001), the ca. 1945 Donut Drive In, in St. Louis, (SL.107) and, the 66 Drive-In, in Carthage (JP.104).

### Description: Commerce and Entertainment

The Commerce and Entertainment property type describes resources associated with businesses which relied upon Route 66 travelers for a significant percentage of their income. Such businesses include, but are not limited to, grocery stores, souvenir shops, drive-in theaters, and various tourist attractions, such as caves or other natural features promoted to travelers along the route. Some businesses which were already in operation before the highway was built at their front door, such as general stores in small towns along the way, have also been included in this category. Related resources can include buildings which housed or supported those businesses, as well contributing outbuildings and structures. Signage was often an important vehicle by which the businesses attracted customers, and both billboards and on-site advertising from the period of significance fall into this category. This property type includes approximately 14% of the study properties, and construction dates range from ca. 1885 to ca. 1970.

Although these businesses were housed in many different types of buildings, they tend toward a generally commercial appearance. Most are simple vernacular buildings, constructed of materials which would have been readily available at the time of construction. Native sandstone walls, for example, were common to buildings built before mid-century. Almost all of the commercial buildings are one story tall, and most are sited very close to the roadway. A few retain early signs and other site features.

### Subtype: Grocery Stores

Roadside grocery stores account for nearly one third of the resources in this category. As was the case for many roadside businesses, grocery stores were often operated in association with other businesses, such as gas stations or cottage courts. Grocery store buildings in the survey group come in many forms and ages. Construction dates range from ca. 1898 (Parson's Market, in Laquey) to 1954 (Miller's Market, in Devil's Elbow, Pulaski County).

### Significance: Commerce and Entertainment

Route 66 offered local entrepreneurs a ready-made customer base; hundreds of automobiles passed along any stretch of the highway every single day. In those cars were people, and where there are people, there is a way to make a buck. An article published in *Fortune* magazine in 1934 recognized the business opportunities presented by the spread of the automobile: "After the autoist had driven round and round for a while, it became high time that people should catch on to the fact that as he rides there are a thousand and ten ways you can cash in on him en route." The same article noted that the resulting explosion in roadside commerce "completed a circle which will whirl for pleasure and for profit as long as the American blood and the American car are so happily married."<sup>132</sup>

In addition to local "autoists", the highway carried millions of out of state customers past the doors of roadside establishments. As the State of Missouri Book reported in 1932 "The improvements of state highways has resulted in a very large increase in the number of tourists passing through the state. Estimates based on traffic counts made several years ago indicate that 5,000,000 visitors come to this state during the touring season."<sup>133</sup> That steady stream of travelers injected millions of dollars into Missouri's economy over the years, and supported hundreds of small businesses along the route.

It was also during this period that the grocery store business, which is one of the most common roadside business types among the survey group, saw major developments. Prior to World War I, shopping for food often involved several stops, especially in towns large enough to support multiple stores. It was often necessary for the average shopper to go to the butcher, the baker, the dry goods store, and the produce market to get needed provisions. At each of those stores, it was common for the shopper to simply give their list to a clerk, who would select and package the needed goods.

About the time of World War I, the industry began to develop into a less labor-intensive and less specialized type of business. One of the most successful such operations was the brainchild of Clarence Sanders, who opened a new kind of market in Ohio in 1916. Sanders' market, the Piggly Wiggly, utilized an innovative new layout which allowed customers to choose their own items, then proceed through a check-out counter. The patented layout, which greatly reduced labor requirements, was an immediate success.<sup>134</sup>

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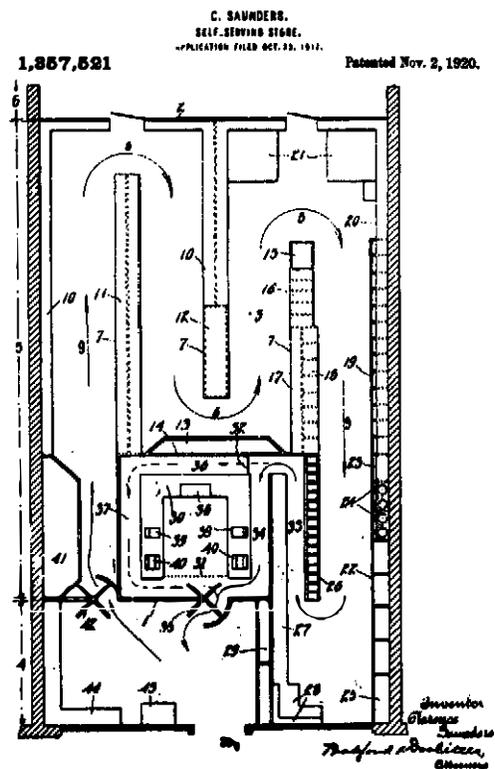
<sup>132</sup> "The Great American Roadside," *Fortune*, September 1954, p. 54.

<sup>133</sup> H. R. Walmsley, ed., The State of Missouri. (Kansas City: Lewis Printing Co., 1932), p. 206

<sup>134</sup> Liebs, pp. 118-121.

**Figure 25: Grocery Store Plan from Piggly Wiggly founder Clarence Saunders's Patent Application.**

**Source: Chester Liebs, Main Street to Miracle Mile: American Roadside Architecture, (Baltimore: The Johns Hopkins University Press, 1995) p. 120.**



*Plan for Clarence Saunders' "Self-Serving Store," 1917. Customers entered through the turnstile (42), circulated through a maze lined with foodstuffs, paid at the U-shaped "settlement counter," and exited through another turnstile (35). (U.S. patent application filed 23 October 1917.)*

The next big change to the business came soon after - one-stop shopping. As the business became more competitive, retailers found that offering a greater variety of goods brought more customers, and by the 1930s, "combination stores" had become an established business type. The expanded offerings, plus the need for more space to allow customers to wander through the aisles on their own, led many retailers to expand their downtown stores, or to move to new locations out by the new highways. From that trend came ever larger stores, and by the mid-1930s, the "supermarket" had become a standard.

Many of the grocery stores which catered to highway travelers in the days of Route 66 were closer to those early combination stores than supermarkets, correlating more closely to the modern day convenience store than supermarkets. Wrink's Food Market, in Lebanon, which is still in operation, provides a highly intact example of an early grocery store which was established because of Route 66. Founder Glenn "Wrink" Wrinkle recently recounted his reasons for opening the market: "I wanted to have some kind of business on Route 66. So in 1950 I started Wrink's

Food Market in Dad's vacant building with \$300 worth of groceries. Route 66 was the reason I came here."<sup>135</sup>

Other roadside enterprises capitalized on the automobile travelers' desire for entertainment. As Chester Liebs put it: "Travelers eventually grew hungry, tired, and restless for diversions." Those in search of diversions in Missouri could shop at a souvenir stand, go to a drive-in movie, visit a private tourist attraction such as a cave or petting zoo, or visit a scenic overlook or a state park. It was reported in 1932 that the state highway department had recently "opened up beautiful vistas along the highways by the clearing out of under-brush and other obstructions."<sup>136</sup>

The drive-in theater, which developed specifically to take advantage of America's new love affair with the automobile, was a fitting diversion for the times. The drive-in concept was patented in the 1930s, and within two decades, the drive-in had become an important part of life in the United States.<sup>137</sup> The drive-in industry experienced a huge growth spurt during the 1940s and 50s; Census of Business figures show that the number of drive-ins in the nation increased from 820 in 1948 to 3,799 in 1954. The rate of growth in Missouri was even more dramatic, jumping from 16 in 1948, to an all-time high of 124 in 1954.<sup>138</sup>

That popularity did not last, however; by the late 1980s, the number of drive-ins in operation in the country had dropped back almost to 1940s levels.<sup>139</sup> In Missouri, for example, only 24 Drive-ins were open in 1987, a number which had dropped to 14 by 2002. Intact historic drive-ins are even more scarce on Route 66; only three drive-ins have been identified on or close to the route. Of those, only one, the Route 66 Drive-In, in Carthage, is still in operation. It is the oldest of those three, and by far the most intact. The other two are the Holiday Drive-In, in Springfield, built in the 1960s or 70s, and the 1954 Highway 19 Drive-In, in Cuba, Missouri, which is actually a few miles off of Route 66. The Route 66 Drive-In is being nominated to the National Register as part of the current survey and identification project.

As with most of the resource types found along Route 66 in Missouri, representatives of the Commerce and Entertainment property type reflect the interdependence of the road and the businesses that catered to those who used it. The millions of tourists who visited the state every year, combined with in-state residents enjoying shorter trips, provided roadside entrepreneurs with an immense pool of potential customers. Those businesses, in turn, provided travelers with everything from food to a couple of hours worth of diversion during a long trip.

### Registration Requirements: Commerce and Entertainment

Representative examples of the above property type will be eligible for inclusion in the National Register if they are reasonably intact, and readily recognizable to the period of significance. Intact buildings will retain their basic early form, with no major modern alterations to principal exterior dimensions or rooflines. Door and window openings, especially on the principal elevations, should also be intact, and most original exterior trim and other detailing should remain in place. Other types of resources will exhibit comparable levels of physical integrity.

Integrity of location and association will be especially important; the resource should be located close to the historic roadway, and continue to reflect its early function. Because this group

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<sup>135</sup> Skip Curtis, "Just Call me Wrink," Show Me Route 66. Spring 1999, p. 8.

<sup>136</sup> Walmsley, p. 206.

<sup>137</sup> Liebs, pp. 152-155.

<sup>138</sup> Kerry Segrave, Drive-In Theaters, (Jefferson, North Carolina and London: McFarland & Co, Inc., 1992) p. 187 and Appendix 6.

<sup>139</sup> Census of Business figures, from Segrave, Appendix 6.

includes business types which were not necessarily dependent upon automobile travel or proximity to the highway, integrity of association will be especially important. Establishing eligibility for their association with Route 66 requires clear evidence that they were in business to take advantage of highway-generated traffic, and that they operated under that premise for a significant period of time.

Although the resources must be reasonably intact to qualify for listing, alterations and minor changes are practically inevitable, and it is important to gauge the overall effect of any changes when evaluating eligibility. Rear additions and alterations to secondary elevations of buildings are acceptable, as long as they are not overly noticeable from the street. Additions and alterations which are more than fifty years old are likely to have acquired historic value of their own, and should be carefully evaluated.

Although a historic resource must always reflect its period of significance to be eligible for the National Register, rare or exceptional examples may merit extra latitude in the area of integrity. Strong associative qualities may outweigh moderate integrity issues if a property can be shown to have exceptional historical importance.

Representative examples of the Commerce and Entertainment property type which meet the above requirements will be eligible under Criterion A, in the area of either Commerce, or Entertainment/Recreation, (or in a few cases, both) with a period of significance which corresponds to the time in which they were associated with Route 66 in Missouri.

Buildings, which exhibit a high level of individual integrity of design, materials and workmanship, may also be eligible under Criterion C, in the area of Architecture. Buildings eligible in the area of Architecture will be highly intact; original or early building materials will predominate, especially on wall surfaces, and at least some early or original doors and/or windows should also be extant. Such things as intact interiors or the presence of associated site features, such early signs or other structures, will bolster eligibility in this area.

Intact groupings of resources which convey a sense of their time and place may also qualify for listing as historic districts, under one or both of the above criteria. Such groupings need not be limited to a single property type; multi-functional operations were common during the period of significance.

Historic districts will be eligible under Criterion A if they contain a reasonably intact collection of historic resources that reflect their early relationship to Route 66 in Missouri. Districts eligible under Criterion C will also exhibit a notably high level of physical integrity. To be eligible under either criterion, the majority of the resources within a district must have been built when Route 66 was in use, and as a grouping, they should continue to reflect their association with the travel trade of that road. The general setting and the cohesiveness of the resources will have a strong impact upon how well the district conveys a sense of time and place. An intact setting, paired with a significant concentration of intact resources, is therefore required for district designation.

## Property Type E: Landscape and Roadway Resources

### Figure 26: Hooker Cut, one of the most intact historic landscapes along Route 66

Source: Photo by Carol Grove, 2002.



Other Historic Landscapes of note include: Highway Z, in Pulaski County (Route 66); Highway 266 west of intersection with AB, and Highway 96 to Carthage, in Greene, Lawrence, and Jasper Counties; and the Henry Shaw Gardenway, St. Louis and Franklin Counties

#### Description: Landscape and Roadway Resources

Landscape and roadway resources provide the setting for travel related resources connected with Route 66 during the period of significance, 1926-55. They tie together the various resources identified along the route and address the unique nature of this survey. Unlike surveys that specifically assess discrete resources (a house, a civic building) or clusters of buildings (districts) at a specific place, this survey addresses the roadway between two given points and all the contributing resources incorporated along the route. Because of that, the roadway and contributing resources at points along the route are important, as is the landscape that links them.<sup>140</sup> The landscape, which is, in a sense, the space in between, provides context for, and helps to explain and illustrate the meaning of the resources. Associated structures along the route, such as intact sections of the early roadway and historic bridges, serve similar functions. Those structures can be significant on their own, or as contributing elements within historic landscapes and architectural districts. There are five subtypes of landscape and roadway resources that relate to this survey. They are rural historic landscapes, cultural landscapes, designed historic landscapes, roadways and bridges.<sup>141</sup>

<sup>140</sup> Cari Goetcheus, "Cultural Landscapes and the National Register," Cultural Resources Management, Vol. 25, No. 1, 2002, p. 24-25.

<sup>141</sup> Robert Z. Melnick, "Preserving Cultural and Historic Landscapes: Developing Standards," CRM Bulletin, Vol.3, No. 1, March 1980, pp. 1-7.

### Subtype: Rural Historic Landscapes

In rural historic landscapes, nature dominates the scenery. The landscape is primarily countryside, rather than an urban cityscape or town. Evidence of human activity is not predominant. Much of the landscape along Route 66 is rural by definition, for example, rolling hills, farmland, streambeds, and although indications of man's existence are impossible to avoid (there are almost always signs, fences, telephone lines within the view), many segments of the Route 66 corridor qualify as rural landscapes because they are predominantly countryside.

The subtype rural historic landscape includes the linear landscape which is the land over which the road is built, and the roadway itself together with the land at its edge. The linear landscape along with the kinesthetic experience of the road is one of the most important factors in this survey. Also considered as part of rural historic landscapes are roadside parks, including turnarounds for scenic viewing, which were part of the highway originally or were added within the period of significance. These parks are vernacular in nature because we rarely know who designed them and they address function rather than design as a priority.

### Subtype: Cultural Landscapes

Cultural landscapes represent the coming together, or interface, of culture and nature. They are the combination of things that are man-made and man-altered (spaces, buildings, etc.) and landscape (place, site, geographic location). In contrast to rural historic landscapes, cultural landscapes tend to be in towns, cities or distinct clusters along the highway. If, for example, the stretch of road goes through a small town (like Devil's Elbow), or a big town (like Springfield), which is made up of clusters of buildings that date to the period of significance, these clusters may be classifiable as cultural landscape districts (because they combine human activity and man-made objects like houses, parks, and sidewalks within the larger context of the landscape). A broader, more inclusive category is a cultural landscape which can exist along the route, even without the occurrence of a specific town or city, if there is evidence of human activity that relates to Route 66 repeatedly along the way. For example, the stretch of road, from Buckhorn to Lacquey, in Pulaski County, can be considered a cultural landscape, because of the number of rock motor courts and garages occurring along the Route 66 corridor.

Cultural landscapes are not any one particular thing or any one particular place, but are defined by the combination of various and changing elements. They are by definition, fluid, not static; they have developed over time, and do not represent a single point in history. For example, in several small towns that were visited and evaluated in this survey, older customs, architecture, and sense of community was altered by the introduction of a new, interstate highway, Route 66. The travel related changes that took place and the new needs that were met resulted in change.

Looking at cultural landscapes reveals information about economy, population, traditions, civic interests. Cultural landscapes, as they relate to this survey, may be represented by any one of the many segments of Route 66 from St. Louis to Joplin, that is, the entire route, the roadway, the buildings and the spaces in between, not just specific places or architecture along the way. Cultural landscapes included in this survey were evaluated for their potential to represent the period of significance along Route 66 in Missouri. Within the broader context of a cultural landscape, there may (or may not) be clusters of buildings that stand together (in a figurative sense) and represent a cultural landscape district.

### Subtype: Designed Historic Landscapes

The third type of landscape present in Missouri along Route 66 is a designed historic landscape. As the name implies, it is a place that was designed (usually by a professional) with style and function as priorities for use relating to Route 66. Designed historic landscapes include parks, gardens, public spaces, civic designs, parkways, grounds designed for outdoor recreation such as country clubs and stadiums.<sup>142</sup> They have been designed by an architect, landscape architect or other professional based on plans that combine design aesthetics and function as dual concerns. For this survey, they must have a connection to Route 66, both physically and ideologically. Designed historic landscapes in this country include, for example, Central Park, the Blue Ridge Parkway and the grounds at Monticello. Missouri examples of designed historic landscapes are as varied as Tower Grove Park, the Liberty Memorial and Camp Pin Oak in Camdenton. The best known example on Route 66 in Missouri is the Henry Shaw Gardenway, a landscaped corridor, begun in 1933, that runs from south St. Louis to Gray Summit. Further study may identify other examples of designed historic landscapes along the route.

### Subtype: Roadways

The term roadway is used here to include the actual roadbed, its surface and edges, and associated structures such as curbing, culverts, markers, etc. Roadways may be contributing features of larger historic landscapes, or may be considered as individual resources. Examples of roadway that fall within the parameters of this survey may be two or four lane, urban or rural, bypass routes or routes through towns and cities, and may be of varied length and physical condition. Abandoned sections of Route 66 can also be considered, if they continue to reflect their historic function. Examples of intact two lane roadways that are potentially eligible include a segment of the route near Spencer, in Lawrence County, and a section in the city of Springfield, Greene County, located at the intersection of Kearney and Glenstone Streets. Both of those short stretches have retained their original paving and much of their early physical configuration. Another stretch of road, a section of Route Z, in Pulaski County, near Hooker, is significant as the first four-lane segment of Route 66 Missouri.

### Subtype: Bridges

Bridges along Route 66 in Missouri may be rural or urban, and representative of a variety of construction methods and materials. Intact bridges may be contributing features of larger historic landscapes, or may be considered as individual resources. The most common types found along Route 66 in Missouri include reinforced concrete slab bridges, railroad underpasses and overpasses, and Pratt Through-Truss bridges. Some were built specifically for Route 66, and others were in place before work began on the new highway project. Concrete is the most common construction material, especially for those bridges constructed specifically for the interstate. Concrete was used for everything from support arches to balustrades and deck paving. Notable historic bridges in the survey group include a pair of bridges in Pulaski County (1923 and 1942) which use concrete arches for structural support, and the St. Louis-San Francisco Railroad over pass in Springfield, (1938) the construction of which greatly improved traffic safety on Route 66.

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<sup>142</sup> Charles A. Birnbaum and Robin Karson, eds., Pioneers of American Landscape Design. (New York: McGraw-Hill, 2000).

### Significance: Landscape and Roadway Resources

When people take a road trip, they see and perceive the pavement, the buildings, the signs, and the surroundings. The experience of the road is not only about the things seen along the way but the sensation that accompanies the process--the moving into and through the landscape. Although motorists may not be aware of it, the sensation of movement and time are central to the experience and add a unique perspective. The term "linear landscape" is used to define this experience, and the term is used here to mean the roadway, which is a combination of the roadbed and the land it covers, along with the views and objects one sees when traveling along the roadway.

It is important to identify that this experience is a kinesthetic one, meaning, it is not static or fixed, but by definition, implies movement along the road and through space. The way roads "work" when motorists drive along them is this: the road is a path, an axis, with focal points (signs, hamburger stands, motels) along the way that break the link. The motorist identifies with, and usually enjoys, these points; they provide variety, occupy the senses, and people identify with them (which is part of the pleasure). An example is the "Historic Route 66" signs along the road: when motorists see them, they not only know they're on the right road, the signs put us in a particular frame-of-mind and they are subtly reminded of all the things the route stands for. The drive is pleasurable because it involves a variety of experiences, satisfying interests and surprising our senses. As motorists slowly climb an incline, not until they reach the brow of a hill, is the view revealed. Likewise, at a sharp curve in the road, there is a sense of mystery; one doesn't know what exists beyond, until we round the bend.

One of the reasons Route 66 is such a strong visual and physical experience is because of the way it was designed and engineered. Unlike new interstate highways which are much more efficient and meant to handle thousands of cars at high speeds, Route 66 has a more human scale, and as a result people feel more physically connected to it. It is narrower, tends to have grassy shoulders (which means less hard pavement) and motorists can drive it more slowly without slowing the flow of traffic. As a result, the landscape unfolds instead of whisks past.

Route 66 relates to the landscape much more directly than more recent highways, for which land is cleared into vast open stretches. Rather than the straight level roadway, which characterizes modern interstates, Route 66 winds its way through the landscape. It has alternating sharp and "slow" curves, and straightaways dictated by the topography (it goes "with" the landscape rather than forcing itself on to it). The road is often tightly framed by vegetation and trees. Even buildings, like diners and garages, tend to be located closer to the edge of the road (and are smaller in scale than their present-day, corporate counterparts). When driving the route, motorists and passengers get the sensation of being part of a place because they experience more of it (another example of how it makes people feel connected). This *sense of place* is an important characteristic of the Route 66 experience. Not taking the road to get somewhere fast (the interstate is more effective in terms of speed), motorists experience place and savor the sensation.

These are the characteristics of the route, hard to identify but easy to sense when traveled, that make Route 66 what it is. When assessing Route 66 in Missouri, these characteristics should be considered. It should be thought of as a linear landscape, involving a kinesthetic experience that evokes a sense of place, all of which is strengthened by historic resources along the way, such as garages, craft shops, gas stations and motor courts. It is important to remember that landscape is identified not as one particular place (for example, a town) but also as the many places in between which are linked together by the linear nature of the route.

The rural historic landscapes, cultural landscapes and their districts, designed historic landscapes, roadways and bridges that are part of the Route 66 corridor are important because they characterize Missouri and the changes that took place as a result of the automobile. Understanding them is vital to understanding the historic roadway itself as it represents the growth of transportation, construction of the highway system and travel as a new American pastime.

Intact bridges and individual sections of roadway may be representative of early engineering, workmanship and changes in road-building techniques during the period of significance, and of common patterns of use. Those resources are important as tangible links with specific events and emerging technologies, such as completion of the first stretch of four-lane highway in Missouri, as well as for their overall role in the development of the highway system. The presence of intact historic roadways and bridges can also serve to strengthen connections between other types of resources, such as landscapes and groups of buildings.

Intact examples of the Landscape and Roadway Resources Property Type may be eligible under Criterion A, in the area of Social History, for their association with the development of travel as represented by Route 66 in Missouri. Indicative of broad patterns of history, the change in the way Americans traveled and enjoyed the country is characterized by the property types in this survey. The five subtypes of landscape considered, rural historic landscapes, cultural landscapes, designed historic landscapes, roadways and bridges, all contribute to the significance of Route 66. Important to this survey is the actual experience of the road, defined here as a kinesthetic experience, one that is dependent upon a sense of place created by intact landscapes with contributing properties along the route.

#### Registration Requirements: Landscape and Roadway Resources

Representative examples of the Landscape and Roadway Resources Property Type will be eligible for inclusion in the National Register if they are reasonably intact and readily recognizable to the period of significance. The characteristics of each landscape subtype should reveal the interrelationship of roadway and place, whether it be rural or cultural, in nature. Integrity of location and association is mandatory to the qualification of landscapes to this survey, and although changes and improvements are inevitable, the sense of place and experience must remain intact and discernable.

In general, the linear landscapes being considered should incorporate the following characteristics. In terms of geographical boundaries, the landscape must be contiguous to, or viewable from, Route 66. This view should contain little evidence of later additions (buildings, construction, alterations), including views of, and noise from, newer highways that replaced the original route (for example, Interstate 44). The setting, whether rural or cultural, should evoke the period of significance, with a strong sense of association to the period of significance, with few exceptions, although some alterations will be inevitable. Materials, in the case of vegetation and trees, will have grown, died and been modified since the period indicated but the integrity of the site should remain. Plants should in most cases be restricted to those native to, or naturalized in, Missouri (unless it is a designed historic landscape that is being considered).

The road itself will evoke the truest sense of place when it incorporates the combination of the following. In ideal circumstances, traces or segments of the original roadbed will exist. If not, the road should retain the characteristically narrow width of the original, sometimes with grass shoulders. It should, by definition, work with the local topography, providing an alternating pattern of curves and straightaway as dictated by the surroundings. When in wooded areas away from open fields and businesses, it may be tightly framed by trees and vegetation, creating a sense of

enclosure uncharacteristic of newer highways. This sense of enclosure extends to the positioning of related businesses and architecture, which were historically located close to the roadbed. The relationship of these combined elements creates a more human scale than seen or experienced when traveling more recent highway and roads. They are representative of historic Route 66.

Rural historic landscapes within the limits of this survey will meet the above criteria within a primary context of countryside. They will incorporate land use and activities typical of the specific region of the state, such as farming, the raising of cattle, playing fields, etc. Likewise, the patterns of spatial organization will reflect these particular uses. The cultural traditions of an area may be particularly evident in rural landscapes (Ozark handicrafts, county events, farmer's markets, etc.) and should be considered depending on their relationship to the period of significance. Buildings, structures and objects along the route that emphasize the relationship of that particular place (county, town, region) to Route 66 in general should be included as representative of Missouri. Small-scale elements such as bridges, markers, fences, etc. should also be considered for their ability to evoke a sense of place and experience. For example, the Abbeylee Court Motel's original sign, which suggests the motel's location "among the trees," is now actually overgrown by the pine trees first planted along the front of the property. It identifies the overnight accommodations once available and provides the traveler with a nostalgic reminder of how the landscape (and travel itself) has changed.

Cultural landscapes in this survey will be represented by the combination of the manmade and the natural. They include towns, cities and clusters along the wider setting of the linear landscape. They must also be contiguous to, or viewable from, Route 66, with a minimum of modern alteration or addition to this human/nature combination. For example, the stretch of the route through Devil's Elbow to Hooker in Pulaski County represents a cultural landscape for its combination of town buildings, scenic hills, river and roadway, and all the related objects and elements along the route. Few modern additions and alterations appear to have been made to buildings and spaces along the route, with the exception of mowing, trimming and some replanting as necessary, which is allowable. As with rural landscapes, cultural landscapes, by definition, should include the spaces in between, as an ongoing whole, rather than being focused on single resources.

When a cluster or collection of reasonably intact historic buildings exists, for example the community grouping at Paris Springs Junction, Lawrence County, it may be considered for nomination as a National Register District based on Criterion A in the area of Social History. Districts considered under Criterion C will display a notably high setting or physical integrity. In either case, both must exhibit resources with a direct relationship to Route 66, the sense of place and experience associated with it within the period of significance.

A designed historic landscape must have integrity of location, materials and workmanship, and an implied design intent, most often made tangible by professionals in the field, to be considered for National Register designation. Designed historic landscapes associated with Route 66 in Missouri may be eligible under Criterion A, for their relationship to the changing patterns of travel across the country during the period of significance. They may be eligible under Criterion C in the area of Landscape Architecture, for being representative of that same period, or because they represent the work of an important landscape architect or professional group. Note that small roadside parks and scenic turnarounds for viewing, although they incorporate a design element, tend to be anonymous, and should be considered in the context of rural historic landscapes rather than under this category, which is usually reserved for larger scale projects.

Representative examples of roadways will be eligible for inclusion in the National Register if they are reasonably intact and retain integrity of location, workmanship, design, setting, feeling and association. Eligible roadways must have been constructed specifically as Route 66 during the period of significance or represent a previously existing highway that was officially assimilated into the system. The roadway must retain the essential features that identify it as an early highway. Integrity will be determined by such things as original road width, shoulder configuration, immediate right-of-way, and road surface. Due to the fragile nature of materials, original surface paving is not a requirement for consideration, although surviving examples should be noted as exceptional. The presence of materials altered by maintenance or natural elements can be acceptable, as long as the roadway possesses significant integrity in other areas.

Sections of roadway that retain features dating to the period of significance, such as markers, curbing, culverts, guard rails, and center seams, merit special consideration. Examples of landscaping practices that can be documented and identified with the period of significance should also be recognized. These might include shoulder seeding, roadside plantings of native species and design elements that constitute formal plantings.

Representative examples of bridges eligible for inclusion in the National Register must also be reasonably intact and retain integrity of location, workmanship, design, setting, feeling and association. Like roadways, eligible bridges must have been constructed as part of Route 66 construction during the period of significance system, or represent a previously existing bridge that was officially incorporated into the system. They should retain their original site and relationship to setting, and should not be substantially altered by deterioration or replacement of materials. Bridges and roadways need not be in use to be eligible, as long as they are largely intact and continue to reflect their original function.

Intact examples of roadways and bridges may be eligible under Criterion A, in the areas of Transportation and/or Social History, for their role in the development of Route 66 as part of the new Interstate Highway System. They may also be eligible under Criterion C, as representative of a distinctive type, period and method of construction.

## **Conclusions and Recommendations**

### **The Inventory Forms and the Database**

New survey forms were completed for all buildings identified, but not evaluated or researched, in Phase I and for resources identified during Phase II fieldwork. In addition, the inventory forms for the properties evaluated in Phase I have been updated with any new information gleaned during the Phase II survey. Each of the Phase II inventory forms is accompanied by a 4"x6" black and white photograph and a scanned photo on the form itself. The survey inventory number, property name and address are recorded on the back of each photograph. Properties that consist of more than one resource also include a site plan and photographs of the additional resources on the property. A new set of maps which locates and cross references all of the Phase II properties in the database has been created.

All of the properties that were identified in Phase I and Phase II have an inventory number that begins with a two-letter county identification prefix and ends with three-number suffix, e.g. PU001. All of the properties identified in Phase One have inventory numbers less than 100; new properties identified in Phase II have 100-level inventory numbers. However, for the purposes of database management, numbering for Phase II properties begins with the number of the last Phase I property plus 101. For example, there were 22 properties identified in St. Louis county during the Phase I Survey Project so the last property from Phase I in the database is SL022. Numbering for Phase II St. Louis County properties begins with SL123.

A searchable electronic database developed in Filemaker 5.0 was created as part of the Phase II survey project. Inventory form information for all of the properties identified during both the Phase I (1993) and Phase II (2002) Route 66 Survey Projects is included in this database. Scanned photos and site maps of all of the inventoried properties are also included in this database. The Phase I and Phase II combined database contains 348 records. However, a small discrepancy exists between the number of sites inventoried and the number of records in the database because the consultants from Phase I often completed separate inventory forms for each type resource on a site. However in Phase II, a single inventory form was created for each site, even if the site has multiple types of resources. As a result, each site recorded in Phase II has been treated as a single record in the database. The database contains a template for the master inventory form and continuation sheets. Additional forms for use in sorting and printing information in the database have also been set up and are easily accessed.

A separate database file has also been created for Route 66-related resources identified by Route 66 historian, Skip Curtis. This database contains an additional 91 records. The evaluation of these resources was, however, beyond the scope of the Phase II Survey project.

### **Integrity and Current Condition**

Many of the buildings and sites inventoried retain sufficient integrity to potentially merit National Register of Historic Places designation. Although the properties identified and researched in the Phase I Survey were extensively documented, only a few inventory forms rated the property's physical condition and historic integrity. In Phase II, the consultants evaluated all of the properties from Phase I and Phase II with regard to their current condition, historic integrity and potential National Register eligibility. The properties surveyed in Phase II were evaluated as a part of the on-site fieldwork; the properties surveyed in Phase I were evaluated primarily with the information and photographs from the Phase I inventory forms. Each property was assigned one

of four levels of integrity. The most intact resources were rated “little changed.” Properties that have experienced some adaptation or alteration over the years were rated “high.” A rating of “moderate” was given to properties that have seen some significant changes such as infilled door or window openings. The “low” integrity rating was applied to resources that have been significantly altered over the years and as a result the original character of the building has been changed. An overall integrity rating was assigned to sites with multiple resources. Approximately one-half (50%) of the properties in the survey group were rated “little changed” or “high.”

A four-tiered rating system was also used to rate each resource or site’s physical condition. A rating of poor was used for resources that are extremely deteriorated. Often these resources were abandoned many years ago and the property is open to the elements. Properties given an “excellent” rating are those which are well maintained. As with the integrity assessment, an overall condition rating was assigned to sites with multiple resources. A little over half of the resources in the survey group received a physical condition rating of “good” or “excellent.”

It is important to look at both historic integrity and current condition when evaluating historic resources. Properties can retain a high level of integrity while being in poor condition. Similarly, there are many historic properties that are excellent condition, but they have been altered significantly, and as a result, retain little historic integrity. Using a system combining integrity and current condition ratings provides a clearer picture of the status of the resources in the survey group, and this rating system can facilitate preservation planning. Resources that are “little changed” but are in “poor” condition may warrant specific attention to prevent the loss of an important historic resource. However, resources, that have a “high” or “little changed” level of integrity combined with “good” or “excellent” physical condition, are often those that have the best chance for preservation. The following table shows numbers of properties in the survey group in each of the combined categories:

<b>Integrity/Condition</b>	<b>Number of Resources</b>
Little Change/Excellent	14
Little Change/Good	24
Little Change/ Fair	14
Little Change/Poor	12
High/ Excellent	13
High/ Good	53
High/ Fair	22
High/Poor	17
Moderate/Excellent	11
Moderate/Good	39
Moderate/Fair	37
Moderate/Poor	15
Low/Excellent	11
Low/Good	21
Low/Fair	14
Low/Poor	6
Razed/No Integrity	25
<b>Total</b>	<b>348</b>

## National Register Eligibility

In addition to rating the integrity and current condition of each of the survey properties, the Phase II consultants also evaluated the survey properties for their potential for individual listing on the National Register of Historic Places. Of the 348 resources evaluated, 163 (47%) were determined to be potentially eligible for listing on the National Register. In a few areas, clusters of resources could be grouped together to form an historic district. However, the majority of resources are scattered along the old highway throughout the state. As a result, the development of a Multiple Property Submission (MPS) Cover Document would facilitate the designation of the greatest number of resources. Along with the MPS, a group of individual nominations or several small district nominations could be prepared.

The following table lists the properties that the consultants believe are the best candidates for National Register listing. These are properties that retain the greatest integrity and are important examples of the roadside businesses that once flourished on Route 66 in Missouri. A complete list of the properties in the survey group sorted by Integrity and Condition is attached at the end of this document as Appendix E.

<b>Inventory #</b>	<b>City</b>	<b>Historic Name</b>	<b>Integrity</b>	<b>Condition</b>
CR 001	Sullivan	Shamrock Motel	little changed	excellent
CR 012	Cuba	Delano Station/Charley's Auto Service	little changed	excellent
FR 001	Pacific	Monroe's Route 66 Diner	little changed	excellent
GR 152	Springfield	Steak 'n Shake	little changed	excellent
GR 162	Springfield	Dutch's Tavern/Station/ Cabin	little changed	excellent
JP 022	Joplin	Royal Heights Apartments	little changed	excellent
LA 012	Paris Springs	Paris Springs Junction Garage	little changed	excellent
LC 007	Lebanon	Wrink's Food Market	little changed	excellent
LC 012	Lebanon	State Highway and Transportation Building	little changed	excellent
GR 034		Parkaway Camp and O'Dell Station	little changed	good
GR 145	Springfield	Original Road Section	little changed	good
GR 153	Springfield	Tile Commercial Building	little changed	good
JP 002c	Avilla	Hardesty Cabin	little changed	good
JP 021	Webb City	902 W. Broadway Garage	little changed	good
LA 005	Halltown	218 Main St. Building	little changed	good
LA 007	Halltown	Main St. Commercial Building	little changed	good
LA 008	Halltown	Main St. Service Station	little changed	good
LA 013	Paris Springs	Gay Parita Store	little changed	good
LA 019	Albatross	State Route 96 Service Station	little changed	good
LC 009	Lebanon	Camp Joy	little changed	good
LC 134	County	Slab Bridge F772	little changed	good
PH 006	St. James	American Way Motor Court/ S&K Cottages	little changed	good
PH 014	Doolittle	Doolittle Service Station	little changed	good
SL 123	St. Louis	Chain of Rocks Bridge - NR listing in progress	little changed	good
SL 125	Times Beach	Meramec River Bridge	little changed	good
WB 001	Niangua	Abbylee Court	little changed	good
FR 022	Stanton	North Service Road Cabin #1-#3	little changed	fair
GR 032	Elwood vicinity	Moore's Filling Station and cabins	little changed	fair
JP 028	Joplin	2311 W. 7th St. Building Divine Motors	little changed	fair
LA 014	Paris Springs	Highway 266/Paris Springs Jct Garage #2	little changed	fair
LC 128	Lebanon	Woods DX	little changed	fair
LC 136	Phillipsburg	Stl-SF Railroad Underpass	little changed	fair

PU 128	Devils Elbow	Concrete Deck/Arch Bridge (L35-1942).	little changed	fair
PU 129	Devils Elbow	Thru-Truss Bridge	little changed	fair
PU 130	Devils Elbow	McCoy's Market/ Station/ Cabins	little changed	fair
PU 140	Waynesville	Concrete Deck/ Arch Bridge (G455A-1923)	little changed	fair
JP 001	Avilla	Log City Camp	little changed	poor
JP 005	Avilla	State Route 96 Commercial Building	little changed	poor
JP 006	Avilla	Barbato's Garage	little changed	poor
JP 007	Forest Mills	State Route 96 Filling Station	little changed	poor
PH 022	Clementine	Fisher's Filling Station	little changed	poor
PU 026	Gascozark	Gascozark store	little changed	poor
SL 012a	Marlborough	La Casa Grand Tourist Camp (office)	little changed	poor
SL 012b	Marlborough	La Casa Grand Tourist Camp (cabins)	little changed	poor
WB 004	Niangua	Highway CC Filling Station	little changed	poor

Five properties identified during the Phase I survey are being nominated to the National Register as a part of the Phase II project. These properties, which retain a high level of integrity, are:

66 Drive-In Historic District	Carthage
Big Chief Cabin Hotel Office and Restaurant	St. Louis County
Red Cedar Inn	Pacific
Rock Fountain Court Historic District	Springfield
Wagon Wheel Motel Historic District	Cuba

### **Cultural Landscapes and Historic Districts**

In addition to individual sites, there are, along the old highway, a number of areas that appear to warrant designation as historic cultural landscapes or historic districts; many of these were identified and suggested for future evaluation in the Phase I survey. As part of the Phase II project, landscape historian, Dr. Carol Grove, evaluated the following potential historic districts and historic landscapes. All were revisited during Phase II and re-evaluated as to their potential eligibility under a Route 66-related historic context. Please note: few photographs are included as documentation in this section of the survey due to the nature of rural and cultural landscapes and the impossibility of representing them by means of photography.

### ***Potential National Register Districts***

#### **Commercial Center at Lacquey (PU022)**

Recommended for future study/designation.

The buildings that make up the Hillcrest Groceries and Filling Station are an excellent and highly creative example of the region's rock construction used in travel related architecture. Tightly nestled at the corner on Route 66 and Shrine Road, the grouping is situated around a central courtyard. The structure to the west (PU 022) has a pedimented porch with rocks placed as sculptural elements along the roofline. Carefully selected rocks of various shape and size are used as ornamental features (note a sunburst motif in the pediment) with rocks of diminishing size (a nod to Greek perspective) as porch "columns." Construction techniques appear to vary from

building to building, creating a variety of character. For example, in the building to the east, rocks are placed "straight in" (perpendicular to the facade plane and similar to using the header end of a brick rather than the stretcher side) to create a pattern of pointed ends on the facade. Remnant plantings of red bud trees, lilacs and iris edge the side road; much of the front yard planting is too overgrown to identify. Although vacant, this grouping deserves further study and consideration as part of a cultural landscape beginning at Buckhorn, or separate, on its own merit.

**Route 66 in Western Missouri: In Laclede County: South Service Road from Hazelgreen to Lebanon (LC001-LC007)**

Not recommended for future study/designation.

This stretch of Route 66 has little to merit further consideration as a historic landscape, although there are passages of scenery that evoke the kinesthetic experience of Route 66. For example, crossing the Gasconade River, a 180-degree view of farmland presents itself, and at Bear Creek, one sees mature trees as windbreaks that frame fields and remnants of the grass shoulders of the original Route 66. The closer one gets to Lebanon, there are mini-bluffs (where 66 crosses to the north over I-44) and one experiences hills in quick succession. Between Hazelgreen and Lebanon there are a very few examples of rock architecture (presumably used as garages), but the only real reason to consider the stretch as a cultural landscape might be the cluster of buildings at the east edge of Lebanon, the Munger Moss Motel (the motor court "Here Yesterday, Today, Tomorrow"), across from what is now Starlight Lanes, Forest Manor Motel and Wrink's Food Market, although all have lost any reference to their original context, surrounded by a sea of concrete.

**Route 66 In Western Missouri: In Greene, Lawrence, and Jasper Counties: Highway 266 west of intersection with AB, and Highway 96 to Carthage. (GR037 and GR038, LA001-LA015, and JP001-JP009.)**

Recommended for future study/designation.

This stretch of roadway may be a good candidate for Scenic Highway designation, and/or National Register designation as a rural historic landscape with specific cultural landscape districts located along the route. Field checked May, 2002, and reevaluated October, 2002.

This nearly 50-mile stretch of highway runs from the west edge of Springfield to the east edge of Carthage. It was bypassed when Interstate 44 (south of this road) replaced Route 66 in this part of the state. The largely rural area along this stretch of roadway does not appear to have seen significant development since the days of Route 66.

However, some segments of this stretch (just past Spencer to Phelps, for example) have lost integrity due to improvement of the highway (widening, gravel shoulders, considerable clearing along the road side; note also the roadside picnic area near Albatross that is "stranded" north of the highway). As a result, the Spencer to Phelps segment retains little of the original sense of place or kinesthetic experience of Route 66. However, several small communities, or clusters, along the route are satisfactory as cultural landscape districts within the wider context of the rural historic landscape along Route 66 from Springfield to Joplin. For example, Paris Springs Junction, Spencer and Avilla, retain their integrity and represent commerce and community as it developed along the corridor. One of the longest intact landscapes left along 66 in Missouri, it gains further significance from a number of individual buildings and small architectural districts

along the route which appear to be eligible for listing in the National Register. Those resources are described in the following sections.

### **Halltown (LA.001-010)**

Not recommended for listing under the Route 66 context, although it may be a contributing element of the scenic byway described above. Field checked May 2002, reevaluated October 2002.

Not highly intact, and many resources are in fair to poor condition. Although this is a townscape through which Route 66 passed, the general level of integrity is not high, and it contains many buildings which pre-date the highway.

### **Crossroads Community at Paris Springs Junction (LA012-014)**

Recommended for future study/designation. Field checked July 2002, reevaluated October 2002.

Dating to 1855 as a manufacturing center, Paris Springs Junction (known at one time as Chalybeate Springs) also attracted visitors interested in the healing power of its local waters. This small crossroads community includes a minimum of three intact traveler related resources from the period of significance. Their current condition is favorable and nearly identical to that as reported in Phase I of the survey. The surviving commercial buildings are: LA012, Paris Springs Junction Garage #1 (now a business), ca. 1926, LA013, Gay Parita Store (now a residence) ca. 1930, and LA014, Paris Springs Junction Garage #2, (now being used for farm equipment and storage), ca. 1944. The design and construction of the garages represent two generations of the category as it evolved over the period of significance. The yards and interlinking spaces surrounding the properties in Paris Springs Junction (entryways, connecting fields, side roads) tie the cluster together, including non-contributing properties (for example, the residence next to LA012). This larger landscape, incorporating plantings from successive owners along with the properties listed in this survey, represents a typical cultural landscape of the survey period. As a group, these properties provide an intact example of a roadside community that developed as a result of the highway's construction, and may be eligible under National Register Criteria A and C.

### **Commercial District at Spencer (LA.015)**

Recommended for future study/designation. Field checked July 2002, reevaluated October 2002.

A highly intact setting! This area is located on a bypass of Highway 96, which was part of the original Route 66 roadway. The potential district contains a small row of three commercial buildings (LA015a-c), a ca. 1930s Craftsman style house which was classified as non-contributing in Phase I of the survey but which should be recorded and reevaluated, and a modern, non-contributing mobile home. Potentially contributing structures and other resources include an early highway bridge (on Johnson Creek), and a stretch of pavement in front of the property which is an original, unchanged, section of Route 66. The entire area is owned by Carl Casey and is very well maintained. All of the resources are in good to very good condition. On the segment of road between Paris Springs Junction and Spencer there are picturesque views, for example, near the Johnson Creek steel truss bridge, where herons can be seen standing in the shallow creekbed. It

retains the sense of place and kinesthetic experience unique to Route 66 in the narrowness of the roadbed (sections of which appear to still be extant), the sensation of enclosure created by vegetation that frames the view, and alternating curves and straightaways typical of the route. These properties combined with the wider setting have potential as a cultural landscape listing.

### **Tourist Court between Rescue and Plew (LA027)**

Recommended for listing as part of a cultural landscape. Evaluated October 2002.

Located on Highway 96 just before Route BB, Shadyside Camp originally operated as a cabin court with gas station and cafe. Currently being used as a residence, it consists of five rock buildings (and one or two smaller structures used as outhouses or wellhouses). Arranged in the typical semi-circular configuration, the establishment appears to have had single and double cabins facing the road, with a view to nature off the back of the property. Dating from the period of significance, it is representative of the travel related amenities that sprung up along Route 66 (and near little else) to accommodate travelers. It contributes to the cultural landscape of the section of Route 66 from Springfield to Carthage in its architecture, location and function, enhancing the experience of the route.

### **Commercial Center at Avilla (JP004-006)**

Recommended for listing as a cultural landscape. Field checked May 2002, reevaluated October 2002. p

Avilla is located in cattle and horse breeding country, made apparent by huge barns and signage that denote Arabian saddle horse and Charolais cattle ranches. These, coupled with farming, appear to have been the predominant way of life in Jasper County in the early twentieth century. A group of three resources which combine to form a typical small-town commercial streetscape exist along Route 66. Two of the buildings are of native rock construction. The first, originally a store or bar, incorporates quartz and possibly mica on the facade, which give the building a glittering "frosted" look in contrast to the red rock used for the side walls. It also has irregular rock cresting ornamenting the roofline. The second rock building, several yards to the west, is a 2-part garage with a vaulted roof on the western half. All three buildings are relatively intact, but in poor condition, and largely vacant. The town of Avilla as it existed prior to Route 66 is represented by JP004, a ca. 1885 IOOF hall, and the nearby Methodist Church and Doric-columned post office in the block just north. Little else has been added to this commercial district since. More importantly, the combination of the two sets of buildings, along with the street configuration (side streets, Lamar and Short Streets and Greenfield Street parallel to Highway 96/historic Route 66) are a good example of how communities grow and adapt to circumstances that affect their cultural and financial base, in this case, the addition of a new, interstate highway. This example of the organic growth of a town, although physically and chronologically outside of the survey limits, directly addresses the issue of what constitutes a cultural landscape. As a consequence, Avilla should be considered a contributing element in a cultural landscape that exists along Route 66.

**In Jasper County, Old 66 Bypass through Central City (JP030-JP033)**

Recommended for future study/designation. Field checked May 2002. p

Another highly intact setting which includes a stretch of original roadbed. The area contains a row of three intact historic commercial buildings, plus one small residence. All date to the period of significance and all are visually and thematically associated with the highway. (A fourth commercial building recorded in 1992, JP030, appears to have since been demolished.) The surviving commercial buildings are: JP031, Gray and Archer Filling Station, now (Paddock Liquors) ca. 1925; JP.032, Harry's Super Station (vacant) ca. 1940, and JP.033, State Line Restaurant (now State Line Bar), ca. 1935. A small house near the State Line Restaurant may be historically associated with one or more of the businesses. It appears to date to the first half of the twentieth century.

This area was listed as a potential cultural landscape in Phase I of the survey. A field check in the late spring of 2002 showed that it also contains a significant grouping of intact architectural resources, which as a group, appear to justify designation as an architectural historic district. The setting for the district is greatly enhanced by the stretch of original roadway which runs in front of the historic buildings. The roadway is an early segment of Route 66 which was bypassed in the 1960s. The district is adjacent to the Kansas state line, and was in its heyday a thriving service area for travelers on the highway, especially those from Kansas, which was at the time a dry state. This area retains a solid association with the middle part of the twentieth century and strongly evokes the period of significance.

***Potential Rural Historic Landscapes***

**Route 66 in Western Missouri: In Phelps County: Martin Springs/Eisenhower Drive between Rolla and Doolittle. (Ph010-Ph015)**

Recommended for future study, with potential as a candidate for Scenic Byway nomination, and/or National Register designation as a rural historic landscape.

Portions of this roadway retain a strong sense of place and experience, particularly from the beginning at Martin Springs for a five mile stretch prior to the intersection at Route T and Route C (just past Grant Street). This first half of the roadway from Rolla to Doolittle runs south of Interstate 44, and much of it is out of sight and earshot from the interstate. Segments of this stretch are tucked into the hillside and meander past Route 66 related businesses. The narrow roadbed tightly framed by trees and vegetation, alternating with open fields, evokes the nostalgia of an "original" Route 66 road trip.

**Route 66 in Western Missouri: In Laclede and Webster Counties: Highway CC from Phillipsburg to Marshfield (WB001-WB006)**

Recommended for future study/designation.

Only the second half of this stretch of Route 66 has potential as a candidate for nomination as a historic landscape. The segment of road in Laclede County from Phillipsburg to the Webster county line is not recommended for listing. Although there are several examples of broad views and stretches of road representative of the Route 66 experience, they are not consistent enough

to merit consideration. Only a few buildings that suggest possible contributions to a cultural landscape category appear to fit within the period of significance of the survey (one rock garage near Phillipsburg with red beaded mortar, for example, which is in the process of being demolished).

However, the stretch of Route 66 (County Road CC) near Niangua, starting at the Abbylee Court Motel ("among the trees") to Marshfield should be further considered as rural historic landscape. As there are few buildings and other contributors to a cultural landscape category within that stretch of the route, the Abbylee Court Motel should be assessed on its own merit as a historic property. (Interestingly, as a sign of changing patterns of use, the Abbylee Court Motel is located directly across from Deerfield "a restricted community ideally representing community values and standards of living").

The route from Niangua to Marshfield is representative of a rural historic landscape in its scenic beauty (bluffs, farmland, picturesque views and the Niangua River) combined with the experience of the roadway which is specific to Route 66. The kinesthetic experience of the narrow roadbed and gentle curves alternating with straightaways and the strong sense of place are suggestive of many stretches of the route that make it unique.

### ***Potential Cultural Landscapes***

#### **Route 66 in Western Missouri: In Pulaski County: Highway Z. (PU001-P.008, PU130-132.)**

•Recommended for future study/designation.

This stretch of Route 66 is a certain candidate for nomination as a cultural landscape for its combination of scenic Ozark beauty with architecture and material culture indicative of the region. This short, approximately 10 mile, stretch of road travels through the hills near Hooker, east of Devil's Elbow on the Big Piney River, before continuing west to St. Robert. The road has had two configurations. From 1926-41, the single-lane Teardrop Road traveled through Devil's Elbow. In 1941, the Hooker Cut was constructed which created a four-lane bypass. This segment of road represents a historic chapter in Missouri highway construction. Relocation of Route 66 in Pulaski County in 1941 called for a 90-foot cut through the limestone cliffs of Hooker Hill, representing the deepest single cut ever attempted on the state highway system.<sup>143</sup> The cut process provided 67,000 tons of crushed aggregate used for proposed construction along the route. Traversing this heavily traveled section of the state, this scenic route is also important as a national defense highway due to its proximity to Fort Leonard Wood.

The bluffs of Hooker Cut reveal indigenous rock and native plants such as trumpet vine and plantain that thrive in the rocky soil. Currently, much of the wooded area along the route is covered by an invasive plant (possibly Kudzu, or grape vine), a threat to native species (and to highway departments that maintain the right-of-way) but travelers might consider this green draping of the landscape an unusual and interesting effect not often seen. This portion of the road has a considerable length of straightaway with gentle curves that provide the opportunity for the viewer to safely enjoy the surrounding scenery. When taking the loop through the town of Devil's Elbow, the topography dictates a change in the nature of the road, which becomes narrower, with sharp curves to accommodate the steel truss bridge over the Big Piney River and the surrounding

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<sup>143</sup>The *Rolla Advertiser*, September 18, 1941.

bluffs. In general, there is an even greater sense of enclosure that reminds the visitor of the remote nature of the location.

The tiny town of Devil's Elbow is located on the river. As a result, the twin interests of the river (fishing, float trips, canoeing) and touring by automobile merge. The town's architecture reflects these related activities as well as housing typical community needs: cabins for fisherman and hikers, a restaurant/bar (now the Elbow Inn that provides food, darts, and canoe rental) and Shelden's Market (also the post office). The properties of permanent residents of Devil's Elbow have been improved and planted to reflect domesticity in contrast to the surrounding landscape of wooded, rocky terrain. Today, as in the early years of Route 66, visitors driving through town experience the interface of culture and nature that defines a cultural landscape--both a sense of community (PU200; note frame houses with mowed lawns, drives edged with simple pole-and-concrete block edging on one side, mature trees lining the other) and a sense of Ozark wilderness (looking down the Big Piney and out over woods to bluffs in the background). Plants in the area reflect this dual nature as well: multiflora rose, chicory and wild perilla grow near the Big Piney bridge at the junction of Tidal Road and Timber Road. In contrast, lilacs and groupings of spirea ornament the front yards of houses in town. After leaving the Big Piney River valley and heading toward Hooker is a highway turnaround with a stone parapet wall constructed to facilitate scenic viewing.

Few, if any, of the buildings in Devil's Elbow would qualify for National Register nomination on their own. However, as a group within the context of the surrounding Ozark riverscape, they are representative of a type and define a cultural landscape typical of a small Ozark river town that can be experienced by water or by automobile via Route 66 and should be acknowledged accordingly.

**Route 66 in Western Missouri: In Pulaski County: Highway 17 Buckhorn to Laquey (PU017-PU026)**

Recommended for future study/designation.

This segment of road has potential for consideration as a cultural landscape in connection with Route 66 for its number of businesses (often housed in historic slab rock structures or barns) that evoke and promote the nostalgia associated with the route and the earlier era of automobile travel. Examples include Buckhorn's gambrel-roofed Whitmore Farms Restaurant (and its Ozark menu of catfish), the Hillybilly Store (junction of Highway 17) and Grandma Grizzley's Flea Market. Historic structures dating from the heyday of Route 66 dot the route, as in the tiny shingle-sided structure and Bell Haven Court, the gas station and tourist court-turned-residence (PU02) just over a mile from Buckhorn. This segment is bordered with stands of mature pines and oak trees, rolling hills, and a sense of enclosure (in contrast to four-lane I-44 to the north) appropriate to Route 66. The highlight of the drive is an important cluster of rock buildings on the south side of 66 (Highway 17) at Shrine Road before Laquey.

## ***Potential Designed Historic Landscapes***

### **Route 66 in Eastern Missouri: In St. Louis and Franklin Counties; Henry Shaw Gardenway** Recommended for future study/designation.

The Henry Shaw Gardenway, an approximately 35-mile stretch running from the western St. Louis city limits at Chippewa Street to the Shaw Nature Reserve (previously known as the Missouri Botanical Garden Arboretum) in Gray Summit, Franklin County, represents the ideal candidate for nomination as a designed historic landscape. Designated in May 1933, just as this new stretch of Route 66 was nearing completion, and under the authority of the Watson-Antire Regionway Improvement Association (a name that reflected two major roads in south St. Louis County that the route followed and later renamed the Henry Shaw Gardenway Association), the goals of the gardenway association included roadside beautification, regulating signage, encouraging appropriate businesses and adjacent recreational facilities along the route and promoting tourism. Headed by president Lars Peter Jensen (superintendent of the Arboretum), its members included representatives of the St. Louis County Planning Association, the Missouri State Highway Department, area mayors and representatives from the Missouri Botanical Garden.<sup>144</sup> Named for Henry Shaw, benefactor responsible for the gift of the Missouri Botanical Garden (1859) and Tower Grove Park (1872) to the citizens of St. Louis, the designation, and the subsequent improvements, were intended to honor his memory.

Landscape architect John Noyes (responsible for the redesigning of the Missouri Botanical Garden circa 1915), in collaboration with Arboretum supervisor Jensen, transformed near virgin countryside into a designed linear landscape beginning in 1934. The planting of 10,000 trees and shrubs, raised at the Arboretum nursery, represented one of the most extensive planting projects along any Missouri highway to date. The initial labor force consisted of employees from the Missouri State Highway Department and workers from the Bureau of Homeless Men, supervised by the highway department's landscape engineer, F. W. Sayers. In 1935 additional landscaping, within an expanded corridor width of 200 feet, was implemented by the Civilian Conservation Corps (CCC), under the supervision of the National Park Service. The CCC was responsible for extensive engineering related to the landscape project, such as assessing soil erosion, constructing dams, rechanneling streambeds, as well as additional planting of 5,000 trees in 1937.

Over time, additional enhancements have been incorporated into the natural beauty and design of the Henry Shaw Gardenway. In particular are the Jensen Point Overlook and the Allenton Bus Stop (recently moved), both dating to 1939, each of which should be considered for further study as candidates for National Register designation. Jensen Point, a rustic stone and timber pavilion situated atop a bluff east of the town of Pacific and overlooking the Meramec Valley, was named in honor of the Arboretum's supervisor (and for his work in the Gardenway Association). The scenic overlook was the site of "Garden Day along the Garden Way," annual parades that celebrated the examples of nature and landscape architecture at each end of the route, the Missouri Botanical Garden at one end and Jensen Point at the other. ( It was appropriately the site of Jensen's memorial service after his death in April 1941.) The Allenton Bus Stop, near Allenton-Six Flags Road in southwest St. Louis County, a rustic structure of rough-cut native stone, exposed wooden beams and iron-hinged shutters, is another example of function and design fit within the context of a designed linear landscape.

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<sup>144</sup>St. Louis Post Dispatch. June 30, 1933 as cited in Austin, David. "Henry Shaw Gardenway Bus Stop," Cultural Resources Section, Missouri Department of Transportation, June 2002.

Besides its contribution as a designed landscape corridor , the gardenway is important as a successful collaboration between multiple agencies and institutions: the association that guided it, the Missouri Highway Department, the CCC, National Park Service and the Missouri Botanical Garden and Arboretum. In 1994, a similar organization, the Henry Shaw Ozark Corridor Foundation, was formed to oversee development and protect the natural environment of Interstate 44, the highway which follows much of the original Route 66. Like its predecessor, the Henry Shaw Ozark Corridor partnership's mission is to protect and enhance the corridor's natural heritage while promoting sustainable economic and community activity.<sup>145</sup>

## **Recommendations for Future Work**

The Phase I and Phase II surveys have yielded a great deal of information about the number and types of resources extant on Route 66 in Missouri. Although there are still additional resources on Route 66 in Missouri that have been identified, but not evaluated, the next phase of Route 66-related projects should focus on designation and preservation. With that goal in mind, a Multiple Property Submission Cover Document should be prepared along with a group of individual, district or cultural landscape nominations. National Register listing will not only recognize the significance of these properties, but also it may facilitate their preservation. Once listed on the National Register, the property owners may apply for state and, in the case of income-producing properties, federal tax credits for rehabilitation. In addition, scenic byways designation should be sought for the portions of the old highway mentioned in the previous section.

If additional survey is possible, the Phase III survey should focus on the evaluation of the resources that have been identified by Skip Curtis, but were not evaluated in Phase I or Phase II. A database of these properties is being submitted along with the Phase I/Phase II survey database, and a list of these properties is included as Appendix F. Although it is likely that future study of Route 66 in Missouri will yield additional transportation-related resources, a more in-depth evaluation of the various alignments of Route 66 in St. Louis would also undoubtedly increase the inventory of Route 66-related resources. In addition, the extensive number of extant rock buildings along Route 66 could be used to study and delineate the various types of rock construction found throughout the Ozarks. Although limited study of this subject has been completed, no definitive typology has been developed.

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<sup>145</sup> Missouri Botanical Garden Bulletin. October 2002.

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# Appendix A

## Sample Inventory Form



# Appendix B

## Chronology of Route 66 with an Emphasis on Missouri

## **Chronology of Route 66 in Missouri**

(partly excerpted from "Route 66 Timeline – With Emphasis on Missouri" by James R. Powell, Show Me Route 66 Magazine, Vol. 12, No 4, Fall 2001.)

- 1837** The State of Missouri authorizes a road from St. Louis to Springfield.
- 1891** First automobile arrives in Missouri.
- 1907** Missouri Department of Agriculture appoints State Highway Engineer.
- 1910s** Gas stations develop into an established business type, most are either curbside or shed types.
- 1913** 47<sup>th</sup> Missouri General Assembly creates State Highway Department and position of State Highway Commissioner.
- 1914** American Association of State Highway Officials (AASHO) is formed.
- 1916** Federal-Aid Road Act of 1916 is passed by Congress.
- 1920s** Gas stations begin emulating houses to fit into neighborhoods.  
Cottage camps become popular with the driving public.
- 1920** First concrete road pavement poured in Missouri on what later becomes Route 66.  
Amendment No 6., a \$60,000,000 bond issue to finance a state road-building program, is approved by Missouri voters.
- 1921** Centennial Road Law is passed by the Missouri 51<sup>st</sup> General Assembly – authorized the designation of and funding for 1,500 miles of primary roads as a higher type than claybound gravel.  
Federal Highway Act of 1921 passed by Congress.
- 1922** Missouri State Highway Commission formally assigns route numbers to the state roads in a north-south (odd) and east-west (even) grid pattern.
- 1925** Joint Board composed of members of the Bureau of Public Roads and the State Highway Departments is appointed by the U. S. Secretary of Agriculture.  
Joint Board issues report on interstate highways – establishes 145 numbered interstate highways and provides for standard route markers, direction and warning signs.  
Chicago to Los Angeles interstate is labeled U.S. 60.
- 1926** U.S. 66 was agreed upon as the route number for the Chicago to Los Angeles interstate and Route 66 is formally commissioned

- 1927** U.S. 66 Highway Association is formed. John Woodruff of Springfield, MO is elected the first president.  
Missouri formally confirms the U.S. Highway Routes in Missouri: U.S. 24, 36, 40, 50, 60, 61, 63, 65, 66, 67, 69, and 71.
- 1928** Missouri voters approve road bond amendment of \$75,000,000 to add 300 miles of roads to the primary system.
- 1929** First divided highway on U.S. 66 is completed in St. James, MO.  
Chain of Rocks Bridge in north St. Louis across the Mississippi River opens.
- 1930s** Residential-theme gas stations are still popular and service bays were becoming more common.  
Cottage camps are still extremely common.
- 1931** The paving of U.S. Highway 66 in Missouri is completed.  
Missouri Highway Patrol is created.
- 1933** Drive-In theater is patented by Richard Hollingshead.
- 1936** Route 66 in St. Louis is rerouted over the Chain of Rocks Bridge.
- 1938** The paving of U.S. Highway 66 from Chicago to Santa Monica is completed.
- 1940s** Roadside travel skyrocketed after WWII.  
Oblong-box gas stations became the most common gas station property type (mid-1930s-on).  
Lodging establishments saw a great increase in business.
- 1944** The Federal-Aid Highway Act of 1944 is passed creating the National System of Interstate Highways.
- 1946** Bobby Troupe's hit record "Get Your Kicks on Route 66" is released.  
"A Guide Book to Highway 66" by Jack Rittenhouse is published.
- 1950s** Mom and Pop operations are still the most common for cottage camps.  
Motel operations are becoming more streamlined, beginning to see individual units linked under a single roof, and garages converted to units.

- 1956** The Federal-Aid Highway Act of 1956 is passed creating funding for the Federal-Aid Highway Act of 1944 and renaming the system as the National System of Interstate and Defense Highways.  
Missouri is the first state to award a contract with the new interstate construction funding.
- 1960s** Motor Inn or Motor Hotel develops as a property type.  
Franchised hotel firms and restaurants becoming increasingly more common.
- 1962** Missouri petitions AASHO on behalf of all the Route 66 states to have the interstates from Chicago to Los Angeles renumbered as I-66; the petition is denied.
- 1970** Chain of Rock Bridge closes and never reopens to auto traffic.
- 1980** Last section of old U.S. 66 in use in Missouri is by-passed by I-44.
- 1990** Route 66 Association of Missouri is formed "to preserve, promote and develop old Route 66 in Missouri – The Main Street of America."  
Missouri Governor Ashcroft signs House Bill 1629 designating old U. S. Highway 66 an historic highway.  
Congress passes the Route 66 Study Act of 1990.
- 1991** Over 300 Historic Route 66 signs are installed along the entire length of Route 66 in Missouri in a joint project between the Missouri Department of Transportation and the Route 66 Association of Missouri.
- 1999** The rehabilitated Chain of Rock Bridge is dedicated by Gateway Trailnet, Inc as a recreational hiking-biking trail.  
President Clinton signs H.R. 66, a bill authorizing up to \$10,000,000 in fiscal years 2000-2009 for a program to conserve the cultural heritage of Historic Route 66.

# Appendix C

## Master List of Surveyed Properties

Sorted by Inventory Number

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
CR 001	1246 South Service Rd@ Sullivan	<u>Rentals</u> Shamrock Motel	Lodging
CR 002	475 Old Rte. 66 Hwy at Hwy J & Bourbon	<u>Bourbon Metal Recycling</u> Roedemeir Garage/Cafe	Automobile Related
CR 003	992 W. 66 Hwy Bourbon	<u>Cio Residence</u> Bourbon Lodge	Lodging
CR 004	1441 66 Hwy Bourbon	<u>Spoon Residence</u> Hi Hill Cabins and Station	Automobile Related
CR 005	South Service Rd. Leasburg	<u>Razed</u> Wood frame cottages	Lodging
CR 006	66 Hwy ( W of Hwy H) Leasburg	<u>Oak Grove Roadside Park</u> Oak Grove Roadside Park	Landscapes/Districts
CR 007	913 E. Washington Cuba	<u>Missouri Hickory BBQ</u> Paul's Cafe/Cooke Service	Restaurants
CR 008	901 E. Washington Cuba	<u>Wagon Wheel Motel</u> Wagon Wheel Motel, Cafe and	Lodging
CR 009	106 W. Washington Cuba	<u>Jim's Motors</u> Phillips 66 Gas Station	Automobile Related
CR 010	509 Main at McClay Cuba	<u>Apartments</u> Palace Hotel	Lodging
CR 011	402 E. Washington Cuba	<u>Vacant</u> Dairy Queen	Restaurants
CR 012	306 W. Washington Cuba	<u>Modern Detailing</u> Delano Station	Automobile Related
CR 013	101 E. Washington Cuba	<u>Midway Mall</u> Midway Building	Lodging
CR 014	601 E. Main Cuba	<u>Southern Hotel Apartments</u> Southern Hotel	Lodging
CR 115	Hwy C, Little Bourbeuse Leasburg	<u>Concrete Slab Bridge</u> Concrete Slab Bridge 6668AC	Roadway
CR 116	900 E. Washington Cuba	<u>Residence/ Rentals</u> Red Horse Cabins	Lodging

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
FR 001	409 Osage St. (Lots (&10, Block Pacific	<u>DJ's Cafe</u> Monroe's Route 66 Diner	Restaurants
FR 002	304 W. Osage Pacific	<u>Dittmer Motor, Landmark</u> 304 West Osage Street Garage	Automobile Related
FR 003	2624 Highway 100 East Gray Summit	<u>Gardenway Motel</u> Gardenway Motel	Lodging
FR 004	3302 Highway 100 Villa Ridge	<u>Wayside Stop/ Citgo</u> Highway AT Building	Commerce/Entertainment
FR 005	Hwy. AT Villa Ridge	<u>Tri-County Truck Stop</u> The Diamonds	Restaurants
FR 006	400 block Hwy. AT (part of lots 5, Villa Ridge	<u>Sunset Motel</u> Sunset Motel	Lodging
FR 007	600 Hwy. AT Villa Ridge	<u>Bows and Bullfrogs Child</u> Highway AT Building	Automobile Related
FR 008b	1128 Hwy. AT Villa Ridge	<u>Guffey's Villa Ridge Store</u> Stropman's Camp (cabins)	Lodging
FR 008a	1128 Highway AT Villa Ridge	<u>Guffey's Villa Ridge Store</u> Stropman's Camp (store/office)	Commerce/Entertainment
FR 009a	1370 Highway AT Villa Ridge	<u>Key's Twin Bridge Cafe</u> Key's Twin Bridge Cafe	Restaurants
FR 009b	1370 Highway AT Villa Ridge	<u>Key's Twin Bridge Gas</u> Key's Twin Bridge Gas Station	Automobile Related
FR 010	1390 Hwy. AT Villa Ridge	<u>U Stor It</u> Pin Oak Motel	Lodging
FR 011	1375 Hwy. AT Villa Ridge	<u>Hobbleburger's Cafe and</u> Hobbleburger's Cafe and Tavern	Restaurants
FR 012	North Outer Road Union	<u>RAZED</u> North Outer Road Building	Automobile Related
FR 013	780 N. Commercial Ave. St. Clair	<u>Caldwell Banker Building</u> Johnson's Mo-Tel	Lodging
FR 014	786 N. Commercial Ave. St. Clair	<u>Coventry Motorcars</u> 786 Commercial Ave. Building	Automobile Related
FR 015	605 Commercial St. Clair	<u>RAZED</u> 605 Commercial Ave. Garage	Automobile Related
FR 016	400 W. Gravois St. Clair	<u>Ritter Motors</u> Ritter Motor Company Building	Automobile Related
FR 017	600 W. Gravois St. Clair	<u>St. Clair Motel</u> St. Clair Motel	Lodging
FR 018	2150 North Service Rd. Hwy WW St. Clair	<u>Skylark Restaurant and</u> Skylark Motel	Lodging

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
PROPERTIES SORTED BY INVENTORY NUMBER**

<b>Inventory Number</b>	<b>Address</b>	<b>Current Name Historic Name</b>	<b>Property Type</b>
FR 019b	2353 North Outer Road Anaconda	<u>Ozark Court (cafe)</u> Ozark Court (cafe)	Restaurants
FR 019a	2353 North Outer Road Anaconda	<u>Vacant</u> Ozark Court (curio shop)	Commerce/Entertainment
FR 020b	2653 North Service Road Stanton	<u>Del-Crest</u> Benson's Tourist City (cabins)	Lodging
FR 020c	2653 North Service Road Stanton	<u>Del-Crest</u> Benson's Tourist City	Lodging
FR 020a	2653 North Service Road Stanton	<u>Del-Crest</u> Benson's Tourist City	Restaurants
FR 021	2719 North Service Road Stanton	<u>El Rancho Motel</u> El Rancho Motel	Lodging
FR 022	North Service Road Stanton	<u>Happy Acres Residential</u> North Service Road Cabin #1-#3	Lodging
FR 023	North Service Road Stanton	<u>Stanton Motel</u> Stanton Motel	Lodging
FR 024	2420 South Service Road Stanton	<u>Delta Motel</u> Delta Motel	Lodging
FR 025	2373 South Service Road Stanton	<u>Ozark Tourist Bureau</u> Cavern City Hideout Motel and	Lodging
FR 026	630 W. Springfield Sullivan	<u>RAZED</u> 630 West Springfield Street	Automobile Related

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
GR 001	119 Hwy OO Strafford	<u>Crawford Cafe</u> Crawford Cafe	Restaurants
GR 002	101 Madison Strafford	<u>A-1 Towing</u> McDowell Garage and Station	Automobile Related
GR 003a	4048 East Kearney Springfield	<u>The Truck Store</u> Bell's Motor Court Office	Lodging
GR 003b	4048 East Kearney Springfield	<u>Truck Store Property</u> Bell's Motor Court Cabin	Lodging
GR 004	4111 East Kearney Springfield	<u>Apartments</u> Victory Court/Red Rooster	Lodging
GR 005	2939 East Kearney Springfield	<u>Vacant</u> Lurvey's Motel	Lodging
GR 006	2581 East Kearney Springfield	<u>Vacant</u> Holiday Theatre (drive-in)	Commerce/Entertainment
GR 007	2136 East Kearney Springfield	<u>Razed</u> Lurvey's Nightclub	Commerce/Entertainment
GR 008	2000 East Kearney Springfield	<u>Rest Haven Hotel</u> Rest Haven Court	Lodging
GR 009	1515 East Kearney Springfield	<u>Hickman's Tire</u> May Pop Tire and Wheel	Automobile Related
GR 010	1720 East Kearney Springfield	<u>Rancho Court Apartments</u> Trall's End Motel/Rancho Court	Lodging
GR 011a	1909 West Kearney Springfield	<u>Vacant, For Rent</u> Ira Smith Station and Groceries	Automobile Related
GR 011b	1909 West Kearney Springfield	<u>Residence</u> Smith House	Residence
GR 012	2601 West Kearney Springfield	<u>Travelers Apartments</u> Traveler's Motel	Lodging
GR 013	2949 East Kearney Springfield	<u>Cedar Ridge Portable</u> Truck Stop and Garage	Automobile Related
GR 014	2023 North Glenstone Springfield	<u>Glenstone Cottage Court</u> Glenstone Cottage Court	Lodging
GR 015	203 South Glenstone Springfield	<u>Best Western Route 66 Rail</u> Rail Haven Motel/	Lodging
GR 016	700 St. Louis Street Springfield	<u>Kentwood Hall, dormitory</u> Kentwood Arms Motor Hotel	Lodging
GR 017	1600 West College Street Springfield	<u>Ernie's Auto</u> Rainbow Gardens Court	Lodging
GR 018	2204 West College Street Springfield	<u>Ginny Lee's</u> Ruckman Tourist Camp	Lodging

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
GR 019	2238 West College Street Springfield	<u>Stanford Place Apartments</u> Woody Tourist Camp	Lodging
GR 020	2333 West College Street Springfield	<u>Residence and Cabins</u> Mack's Cabins	Lodging
GR 021	2400 West College Street Springfield	<u>Melinda Court Apartments</u> Rock Fountain Court	Lodging
GR 022	2429 West College Street Springfield	<u>National Labs (service)</u> Samuel M. Patton Filling Station	Automobile Related
GR 023	2846 Chestnut Street Springfield	<u>Razed</u> Red's Giant Hamburg	Commerce/Entertainment
GR 024	2904 Chestnut Street Springfield	<u>The Poppy Seed/not</u> B&J Tavern	Commerce and Entertainment
GR 025	2906 Chestnut Street Springfield	<u>Deryl's Rt. 66 Auto Sales</u> West 66 Liquors	Automobile Related
GR 026	2956 Chestnut Street Springfield	<u>Vacant</u> Heagerty Radiator Garage	Automobile Related
GR 027a	604 West Bypass Springfield	<u>Helfrecht House</u> Helfrecht House	Lodging
GR 027b	604 West Bypass Springfield	<u>Helfrecht Service Station</u> Helfrecht Motor Court Office	Lodging
GR 028a	2321 West Bypass Springfield	<u>Rex Smith Gas Station</u> Otto Young Gas Station	Automobile Related
GR 028b	2321 West Bypass Springfield	<u>Rex Smith Cabins</u> Otto Young Cabins	Lodging
GR 029	4103 Chestnut Springfield	<u>razed</u> Brick gas/service station	Automobile Related
GR 030	5957 Highway 266 Elwood	<u>Residences/garage Vacant</u> Andy's Modern Cottages	Lodging
GR 031	6708 Hwy 266 Elwood	<u>Rt. 66 Honey Haven</u> Claude's Automotive	Automobile Related
GR 032	7400 Hwy 266 Elwood vicinity	<u>Vacant</u> Moore's Filling Station	Automobile Related
GR 033	7973 Hwy 266 Elwood vicinity	<u>Rainey's Tow Service</u> Rainey's Garage	Automobile Related
GR 034	8673 Hwy 266 BoisD'Arc vic.	<u>Station is vacant, houses</u> Parkaway Camp and O'Dell	Automobile Related
GR 035	8240 Hwy 266 Barnes	<u>Melton's Service Center</u> Barnes Station and Hardware	Automobile Related
GR 036	9323 Hwy 266	<u>R &amp; S Floral</u> Greystone Heights	Lodging

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
GR 037	12300 Hwy 266 Plano	<u>Residence</u> Hilton's Tydol Station/ Store	Automobile Related
GR 138	737 East Kearney Springfield	<u>Stan's Motor Service</u> Scotty Auto Service	Automobile Related
GR 139	400 West Kearney Springfield	<u>Peck's Trailors</u> Peck's Service Station	Automobile Related
GR 140	501 West Kearney Springfield	<u>Oak Ridge Center-shops</u> Oak Ridge Court	Lodging
GR 141	1000 West Kearney Springfield	<u>Cardinal Used Cars and</u> Carner's D-X Station	Automobile Related
GR 142	1854 West Kearney Springfield	<u>Show-Me Tire</u> Rock Cabin Camp	Lodging
GR 143	1933 West Kearney Springfield	<u>D-C Cycle</u> Lilley Gas Station/ Grocery	Automobile Related
GR 144	2847 West Kearney Springfield	<u>Oak Park Motel, Vacant</u> Hickory Crest Motel and Cafe	Lodging
GR 145	2900 Kearney Springfield	<u>Original Road Section</u> Original Road Section	Roadway
GR 146	2233 North Glenstone Springfield	<u>Maple Motel</u> Maple Motor Court (1947)	Lodging
GR 147	2120 North Glenstone Springfield	<u>Skyline Country Inn</u> Skyline Terrace Court	Lodging
GR 148	2209 North Glenstone Springfield	<u>White City Tourist Park</u> Flagship Motel	Lodging
GR 149	815 North Glenstone Springfield	<u>Dogwood Park Inn</u> Baldrige Motor Court	Lodging
GR 150	300 North National Springfield	<u>Stl-SF Railroad Overpass</u> Stl-SF Railroad Overpass	Roadway
GR 151	1802 East Trafficway	<u>Irene's Quik-Spuds</u> Brock and Hawkins Filling	Automobile Related
GR 152	1200 St. Louis Street Springfield	<u>Steak'n Shake</u> Steak'n Shake	Restaurants
GR 153	1261 St. Louis Street Springfield	<u>D and S Automotive</u> Tile Commercial Building	Commerce/Entertainment
GR 154	1135 St. Louis Street Springfield	<u>Vacant</u> Gus Otto's Cafe	Restaurants
GR 155	Chestnut Springfield	<u>Steak Out Restaurant</u> Wishing Well Motel Cabin	Lodging
GR 156	610 West College Street Springfield	<u>KT0Z AM 1060 Station/</u> KICK Radio Station 1340 AM	Commerce/Entertainment

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
GR 157	935 West College Street Springfield	<u>Vacant</u> Shell Station	Automobile Related
GR 158	1200 West College Street Springfield	<u>MO Hwy Dept Bridge #K420</u> MO Hwy Dept Bridge #K420	Roadway
GR 159	1601 West College Street Springfield	<u>Christian Thrift Shop #4</u> Gooch Grocery;	Restaurants
GR 160	2541 West College Street Springfield	<u>Ace Auto</u> Koch and Sons Auto Repair	Automobile Related
GR 161	3550 Chestnut Expressway Springfield	<u>Wishing Well Motor Inn</u> Wishing Well Motor Inn	Lodging
GR 162	14257 Hwy 266 Springfield	<u>Hogenmiller House</u> Dutch's Tavern/Station/ Cabin	Commerce/Entertainment
GR 163	11924 Hwy 266	<u>vacant</u> Hillbilly Heaven	Commerce/Entertainment

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
JP 001	Jct. Hwy. 96 & Co.LN 6 Avilla	<u>Meister's Body Shop &amp; Log City Camp</u>	Lodging
JP 002a	S.R. 96 Avilla	<u>Hardesty Filling Station</u> Hardesty Filling Station	Automobile Related
JP 002b	S.R. 96 Avilla	<u>Nichols' Garage</u> Nichols' Garage	Automobile Related
JP 002c	S.R. 96 Avilla	<u>Hardesty Cabin</u> Hardesty Cabin	Lodging
JP 003	S.R. 96 Avilla	<u>Midway Service and Cafe</u> Midway Service and Cafe	Restaurants
JP 004	S.R.96 (Lot 4, Block 1) Avilla	<u>Vacant</u> 100F Hall	Commerce/Entertainment
JP 005	State Route 96 (Lot 4, Block Avilla	<u>Vacant</u> State Route 96 Commercial	Commerce/Entertainment
JP 006	Hwy. 96 Avilla	<u>Endicott Garage</u> Barbato's Garage	Automobile Related
JP 007	S.R. 96 and BB Forest Mills	<u>Highway 96 Filling Station</u> State Route 96 Filling Station	Automobile Related
JP 008	9400 block Old 66 Blvd. Carthage	<u>Storage</u> 66 Drive-In	Commerce/Entertainment
JP 009a	12900 Old 66 Blvd. Carthage	<u>Red Rock Apartments</u> White's Court (gas station/cafe)	Automobile Related
JP 009b	12900 Old 66 Blvd. Carthage	<u>Red Rock Apartments</u> White's Court (cabins)	Lodging
JP 010	571 Garrison Carthage	<u>Boots Motel</u> Boots Motel	Lodging
JP 011	572 Garrison Carthage	<u>Hill Insurance Agency</u> Boots Drive-In	Restaurants
JP 012	500 Oak St. Carthage	<u>G&amp;E Tire Company, Grave</u> Joy's Garage and Filling Station	Automobile Related
JP 013	918 Oak Carthage	<u>Baird's Sharpening</u> Neatherry's Service Station	Automobile Related
JP 014	17231 Old 66 Blvd. Brooklyn	<u>66 Drive-In Theater</u> 66 Drive-In Theater	Commerce/Entertainment
JP 015	Old 66 Blvd. South Lakeside	<u>Vacant</u> Lakeside Inn	Commerce/Entertainment
JP 016	328 East Main St. Carterville	<u>Carterville Dairy Creme</u> 328 East Main Street Service	Automobile Related
JP 017	400 Main St. Carterville	<u>P&amp;T Auto Sales</u> 400 Main Street Service Station	Automobile Related

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
JP 018	401 Main St. (Lots 29 and 30) Cartersville	<u>Main Street Commercial</u> Main Street Building	Commerce/Entertainment
JP 019	Daugherty St. and Webb City	<u>RAZED</u> Daugherty Street Filling Station	Automobile Related
JP 020	Webb St. Webb City	<u>RAZED</u> Webb Street Filling Station	Automobile Related
JP 021	902 West Broadway Webb City	<u>902 W. Broadway Garage</u> 902 W. Broadway Garage	Automobile Related
JP 022	2201-05 North Florida Ave. Joplin	<u>Trading Post Apartments,</u> Royal Heights Apartments	Lodging
JP 023	2312 Utica Joplin	<u>Dale's Ole "66" Barber</u> Shamrock Inn Filling Station	Automobile Related
JP 024	1525 E. Broadway Joplin	<u>Tydol Service Station,</u> Dewey Hinds Filling Station and	Automobile Related
JP 025	601 E. Broadway Joplin	<u>Betty Lee's Antiques,</u> Broadway Poultry Company	Commerce/Entertainment
JP 026	213 W. 7th (formerly 635 Wall) Joplin	<u>Looboyle Refining Co.</u> Ozark Filling Station	Automobile Related
JP 027	1902 W. 7th Joplin	<u>Red's Tire Supply and</u> 1902 West 7th Street Building	Automobile Related
JP 028	2311 W. 7th Joplin	<u>Divine Motors, Sixty-six</u> 2311 W. 7th St. Building	Commerce/Entertainment
JP 029	2409 W. 7th Joplin	<u>RAZED</u> Dixie Lee's Dine and Dance Bar	Restaurants
JP 030	Old 66 Hwy. Central City	<u>Hayes' Filling Station</u> Gillead's Barbecue	Restaurants
JP 031	7839 Old 66 Hwy. Central City	<u>Paddoc Liquors</u> Gray and Archer Filling Station	Automobile Related
JP 032	Old 66 Hwy. Central City	<u>Phillips 66 Station</u> Harry's Super Station	Automobile Related
JP 033	Old 66 Hwy. Central City	<u>State Line Bar and Grill</u> State Line Restaurant	Restaurants

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name	Property Type
		Historic Name	
LA 001	130 Main St. Halltown	<u>Cameron Antiques</u> 130 Main St. Building	Commerce/Entertainment
LA 002	100 block Main St. Halltown	<u>Whitehall Mercantile</u> 100F Lodge	Commerce/Entertainment
LA 003	218 W. Main St. Halltown	<u>West Hardware,</u> Main St. Building	Automobile Related
LA 004	218 Main St. Halltown	<u>Halltown Post Office,</u> West's Grocery	Commerce/Entertainment
LA 005	220 W. Main St. Halltown	<u>Cleo's Beauty Shop,</u> 218 Main St. Building	Commerce/Entertainment
LA 006	201 Main St. Halltown	<u>Las Vegas Hotel and</u> Las Vegas Hotel and Restaurant	Lodging
LA 007	Main St. Halltown	<u>Main St. Commercial</u> Main St. Commercial Building	Restaurants
LA 008	300 Main St. Halltown	<u>Stone's Corner</u> Main St. Service Station	Automobile Related
LA 009	? block Main St. Halltown	<u>Vacant</u> 1904 Main St. Building	Commerce/Entertainment
LA 010	? Main St. Halltown	<u>Richard's Antiques</u> 1911 Main St. Building	Commerce/Entertainment
LA 011a	22900 block SR 266 Halltown	<u>White City Motel (cabins)</u> White City Motel (cabins)	Lodging
LA 011b	22900 block SR 266 Halltown	<u>White City Motel</u> White City Motel	Lodging
LA 012	21118 Old 66 Paris Springs	<u>Highway 266/Paris Springs</u> Paris Springs Junction Garage	Automobile Related
LA 013	21099 Old 66 Paris Springs	<u>Gay Parita Store</u> Gay Parita Store	Commerce/Entertainment
LA 014	20900 block Old 66 Paris Springs	<u>Highway 266/Paris Springs</u> Highway 266/Paris Springs	Automobile Related
LA 015a	19720 FR 2062 Spencer	<u>Vacant</u> Spencer Store/ Station/ Cafe	Commerce/Entertainment
LA 015b	19720 FR 2062 Spencer	<u>Spencer Garage and</u> Spencer Garage and Service	Automobile Related
LA 015c	19720 FR 2062 Spencer	<u>Spencer Cafe/Barbershop</u> Spencer Cafe/ Barbershop	Restaurants
LA 016	Jct. Hwy. M south Heatonville	<u>Law's Auto Salvage</u> Jim Collins' Garage	Automobile Related
LA 017a	14451 SR 96 Heatonville	<u>Castle Rock Courts (filling)</u> Castle Rock Courts (filling)	Automobile Related

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
PROPERTIES SORTED BY INVENTORY NUMBER**

<b>Inventory Number</b>	<b>Address</b>	<b>Current Name Historic Name</b>	<b>Property Type</b>
LA 017b	14451 SR 96 Heatonville	<u>Castle Rock Courts</u> Castle Rock Courts (cabins)	Lodging
LA 018	14100 block SR 96 Heatonville	<u>Treasure Corner</u> D.L. Morris Garage	Automobile Related
LA 019	SR 96 Albatross	<u>Adamson Oil Company</u> State Route 96 Service Station	Automobile Related
LA 020	SR 96 Albatross	<u>Hollis Hillhouse Service</u> Hollis Hillhouse Service Station	Automobile Related
LA 021	12141 SR 96 Albatross	<u>Jim Moot's Auto Body/</u> Albatross Store	Commerce/Entertainment
LA 022	10100 block SR 96 south Albatross	<u>Miller's Station, Morgan's</u> State Route 96 Service Station	Automobile Related
LA 023	SR 96 and UU(Lot 1, Block Phelps	<u>Bill's Station</u> Bill's Station	Automobile Related
LA 024	8470 SR 96 Phelps	<u>Vacant</u> Henson Building	Commerce/Entertainment
LA 025	7764 SR 96 Phelps	<u>Highway 96 Cafe</u> State Route 96 Building	Restaurants
LA 026	4300 Hwy. 96 Rescue	<u>Reed's Cabins</u> Reed's Cabins #1 and 2	Lodging
LA 27a	3306 SR96 Rescue	<u>Clay's Shady Side Cottage</u> Shady Side Camp (gas station	Automobile Related
LA 27b	3306 SR96 Rescue	<u>Clay's Shady Side Cottage</u> Shady Side Camp (cabins)	Lodging

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
LC 001	South Service Road Hazelgreen	<u>RAZED</u> Hidden Valley Gifts	Commerce/Entertainment
LC 002	South Service Road Lebanon	<u>RAZED</u> Satellite Cafe	Restaurants
LC 003	23441 Route 66 Lebanon	<u>4-Acre Apartments</u> Village Oaks	Lodging
LC 004	1336 E. Route 66 Lebanon	<u>Munger Moss Motel</u> Munger Moss Motor Court	Lodging
LC 005	Seminole Ave. Lebanon	<u>RAZED</u> Munger Moss Restaurant	Restaurants
LC 006	1200 block E. Route 66 Lebanon	<u>Vacant/ Rentals</u> Rock Court Motel	Lodging
LC 007	135 Wrinkle Ave. Lebanon	<u>Wrink's Food Market</u> Wrink's Food Market	Commerce/Entertainment
LC 008	500 block Rt. 66 - E. Elm Lebanon	<u>Porter Residence</u> Lenz Homotel	Lodging
LC 009	400 block Rt. 66 - E. Elm Lebanon	<u>Apartments</u> Camp Joy	Lodging
LC 010	311 Rt. 66 - E. Elm Lebanon	<u>Orchard Hills Liquor Store</u> Carter and Lawson Barnsdall	Automobile Related
LC 011	391 Rt. 66 - W. Elm Lebanon	<u>Fast Loans</u> Carter and Lawson Mobilgas	Automobile Related
LC 012	500 West Elm Lebanon	<u>State Hwy &amp; Transportation</u> State Hwy & Transportation	Automobile Related
LC 013	18773 Hwy W Brush Creek	<u>Residence/ Storage</u> McClary's Motel and Restaurant	Lodging
LC 014	South Service Road Brush Creek	<u>RAZED</u> Auto RV Diesel	Automobile Related
LC 015	Hwy W - approx. 1 mile west Phillipsburg	<u>Vacant</u> Carter's Gas Station and Cafe	Automobile Related
LC 016	13095 Birch Rd. Phillipsburg	<u>RAZED/ALTERED</u> Midway Motel and Cafe	Lodging
LC 017	15150 Hwy W Phillipsburg	<u>Heritage Golf Course</u> Skelly Gas Station	Automobile Related
LC 018	13091 Birch Rd. Phillipsburg	<u>Rentals - 2 frame cabins</u> Midway Camp	Lodging
LC 119	33800 Rt. 66 Hazelgreen	<u>Henson Residence/altered,</u> Hancock's Motel/ Wayside Inn	Lodging
LC 120	I-44 Frontage Rd Gasconade County	<u>Gasconade River Bridge</u> Gasconade River Bridge G245	Roadway

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
LC 121	31500 block Rt. 66 County	<u>Razed/Altered</u> Camp Eden	Lodging
LC 122	27190 Rt. 66 County	<u>Vacant</u> Riley's Snack Bar (c.1935)	Lodging
LC 123	1237 E Elm Lebanon	<u>Holiday Motel</u> Holiday Motel	Lodging
LC 124	1307 E. Route 66 Lebanon	<u>Forest Manor Motel</u> Green Gables Court	Lodging
LC 125	1040 Millcreek Rd. (1100 Blk E. Lebanon	<u>Vacant</u> Del-Ra Motel	Lodging
LC 126	1003 Millcreek (Route 66) Lebanon	<u>Speaker Propane Gas</u> Mobile Station	Automobile Related
LC 127	333 E. Elm Lebanon	<u>D &amp; J Auto Sales</u> Drakes Garage	Automobile Related
LC 128	220 E Elm Lebanon	<u>J &amp; A Auto Sales</u> Woods DX Service Station	Automobile Related
LC 129	101 Rte. 66 - E. Elm Lebanon	<u>Metro Building</u> Greyhound Post House	Commerce/Entertainment
LC 130	350 W. Elm Lebanon	<u>Faye's Diner</u> Dairy Queen	Restaurants
LC 131	333 Rt. 66 - E. Elm Lebanon	<u>Unverzagt Chiropractic</u> Silent Nite Tourist Home	Lodging
LC 132	390 Rt. 66 - W. Elm Lebanon	<u>Crow Pain and Glass</u> Wallick Motor Sales & Garage	Automobile Related
LC 133	1421 Rt. 66 - W. Elm Lebanon	<u>Rentals</u> Red Fox Motel	Lodging
LC 134	20620 Brush Creek, block Hwy W County	<u>Slab Bridge F772</u> Slab Bridge F772	Roadway
LC 135	17371 Hwy W County	<u>Rentals/ Vacant</u> Hi-Lite Cabins/ Phillips 66	Lodging
LC 136	Hwy W Phillipsburg	<u>Sti-SF Railroad Underpass</u> Sti-SF Railroad Underpass	Roadway
LC 137	14920 Hwy CC Phillipsburg	<u>S &amp; H Auto Sales</u> Tydol Station	Automobile Related
LC 138	14703 Hwy CC Phillipsburg	<u>Vacant/ Storage</u> Twin Oaks Court/ Texaco	Lodging
LC 139	14724 Hwy CC Phillipsburg vic.	<u>Monument at Brawley</u> Roadside Park/ Monument	Landscapes/Districts
LC 140	13857 Hwy CC County	<u>Storage</u> Top o' the Ozarks Cafe/ Cabins	Lodging

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
 PROPERTIES SORTED BY INVENTORY NUMBER**

Inventory Number	Address	Current Name Historic Name	Property Type
LC 141	214 N. Newport Conway	<u>Vacant/Razed</u> Duk-N Cafe and Station	Restaurants

## ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
PH 001	SR 268 Rosati	<u>Cardetti &amp; Sons Mercantile</u> Peter Marchi General	Commerce/Entertainment
PH 002	701 E. Springfield St. James	<u>Vacant</u> St. James Inn/ Pennant Tourist	Lodging
PH 003	501 James Blvd. St. James	<u>Woodruff's Garage,</u> Atlasta Service Station	Automobile Related
PH 004	225 N. Jefferson St. James	<u>Johnnie's Bar</u> Rose Cafe/ Commercial Cafe	Restaurants
PH 005a	600 block W. James Blvd. St. James	<u>Apartments</u> Kozy Kottage Kamp (cabins)	Lodging
PH 005b	600 block W. James Blvd. St. James	<u>Kozy Kottage Kamp (filling)</u>	Automobile Related
PH 006	712 W. James Blvd. St. James	<u>Apartments</u> American Way Motor Court/ S&K	Lodging
PH 007	15201 North Outer Road (Old 66) St. James	<u>Residence/ Vacant Cabins</u> Rock Haven Tourist Court and	Lodging
PH 008	U.S. 63 Roll	<u>Happy House Child Care</u> Bell Cafe and Bus Station	Restaurants
PH 009	718 Pine St. Rolla	<u>Phelps County Bank</u> Hotel Edwin Long	Lodging
PH 010a	14350 Martin Spring Drive Rolla	<u>Residence</u> Martin Spring Store	Commerce/Entertainment
PH 010b	14350 Martin Spring Drive Rolla	<u>Martin Spring Store/</u> Martin Spring Store/	Commerce/Entertainment
PH 011	14775 Martin Spring Drive Rolla	<u>Residence</u> Hillside Tavern	Commerce/Entertainment
PH 012	190 Eisenhower Dr. Doolittle	<u>Vacant</u> Ramsey's Garage/ Centerville	Automobile Related
PH 013	349 Eisenhower Dr. Doolittle	<u>Dan Malone's Service</u> Hudson Oil Company	Automobile Related
PH 014	Martin Springs Dr. Doolittle	<u>Elmer Hayes Garage, Paul</u> Doolittle Service Station	Automobile Related
PH 015	500 block Hwy. T Doolittle	<u>I-44 Antique Mall and Flea</u> T&T Cafe and Garage	Automobile Related
PH 016a	North Outer Rd. (Sugar Tree Newburg	<u>Vernelle's Motel</u> Gasser's Tourist Court (novelty	Commerce/Entertainment
PH 016b	North Outer Rd. (Sugar Tree Newburg	<u>Vernelle's Motel</u> Gasser's Tourist Court (cabin)	Lodging
PH 016c	North Outer Rd. (Sugar Tree Newburg	<u>Vernelle's Motel</u> Gasser's Tourist Court (motel)	Lodging

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
PROPERTIES SORTED BY INVENTORY NUMBER**

<b>Inventory Number</b>	<b>Address</b>	<b>Current Name Historic Name</b>	<b>Property Type</b>
PH 017a	North Outer Rd. ( Sugar Tree Newburg	<u>Vacant</u> John's Modern Cabins	Lodging
PH 017b	North Outer Rd. (Sugar Tree Newburg	<u>Vacant</u> John's Modern Cabins (novelty	Commerce/Entertain ment
PH 018	North Outer Rd. Newburg	<u>Vacant Cabins</u> Totem Pole Tourist Camp and	Lodging
PH 019	North Outer Rd. Newburg	<u>Beacon Hill Motel and</u> Beacon Hill Tourist Camp and	Lodging
PH 020a	Hwy. D Jerome	<u>Vacant</u> Stonydell Cabins	Lodging
PH 020b	Hwy. D Jerome	<u>Vacant</u> Stonydell Bus Station, Granny's	Commerce/Entertain ment
PH 020c	Hwy. D Jerome	<u>Bear's Den, Bushwacker</u> Bear's Den, Bushwacker	Commerce/Entertain ment
PH 020d	Hwy. D Jerome	<u>Stonydell Cabins, Arlington</u> Stonydell Cabins, Arlington	Lodging
PH 021	Hwy. D Jerome	<u>Happy Hill Restaurant,</u> Happy Hill Cafe	Restaurants
PH 022	N. Outer Rd. Clementine	<u>Fisher's Filling Station</u> Fisher's Filling Station	Automobile Related
PH 023	South Outer Rd. Clementine	<u>Surplus City</u> Bennett's Catfish Cafe	Restaurants

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
PU 001	11126 Hwy. Z Hooker	<u>Becht Residence</u> Sterling's Hillbilly Store	Commerce/Entertainment
PU 002	Hwy. Z and Teardrop Rd. Devils Elbow	<u>Vacant</u> Dale's Sporting Goods	Commerce/Entertainment
PU 003	21050 Teardrop Rd. Devils Elbow	<u>Elbow Inn</u> Munger Moss Sandwich Shop	Restaurants
PU 004	12175 Timber Rd. Devils Elbow	<u>Shelden's Market</u> Miller's Market	Commerce/Entertainment
PU 005	21150 Teardrop Rd. Devils Elbow	<u>Residence</u> Hiawatha Lodge	Lodging
PU 006	21755 Teardrop Rd. Hooker	<u>Grandview Courts</u> E.Z. Inn, Easy Inn	Lodging
PU 007	Hwy. 640 and Z Hooker	<u>RAZED</u> Grandview Market	Commerce/Entertainment
PU 008	21815 Teardrop Rd. Hooker	<u>Devils Elbow Motel</u> Devils Elbow Motel	Lodging
PU 009	Old Rt. 66 nr St. Robert St. Robert	<u>George M. Reed Roadside</u> George M. Reed Roadside Park	Landscapes/Districts
PU 010	Business Loop 44 St. Robert	<u>RAZED</u> Diamond Lounge	Commerce/Entertainment
PU 011	Pippin Rd. Waynesville	<u>RAZED</u> Wood Frame cabin court	Lodging
PU 012	303-5 W. Historic 66 Waynesville	<u>Mallow's Market - Vacant &amp;</u> Brumley's Super Market	Commerce/Entertainment
PU 013	319-321 W. Historic 66 Waynesville	<u>Ed Wilson Auto Body/Sales</u> Bohannon Cafe and Garage	Automobile Related
PU 014	209 W. Historic 66 Waynesville	<u>Shelter Insurance/ The</u> Roubidoux Gardens Cafe/	Automobile Related
PU 015	202 W. Historic 66 Waynesville	<u>Waynesville Memorial</u> Bell Hotel	Lodging
PU 016	310 W. Historic 66 Waynesville	<u>Apartments - to be</u> Clark's Motel	Lodging
PU 017	23196 Spruce Buckhorn	<u>Buckhorn Apartments</u> S&G Motel	Lodging
PU 018	Hwy. 17 Buckhorn	<u>RAZED</u> D&D Market/ Udderly Country	Commerce/Entertainment
PU 019	Hwy. 17 Buckhorn	<u>RAZED</u> Gas station	Automobile Related
PU 020	26150 Hwy. 17 Buckhorn	<u>Vacant</u> Mattress Company/Garage	Automobile Related

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
PU 021	26300 Hwy. 17 Buckhorn	<u>Mary's Place Residence/ Bell-Haven Tourist Court</u>	Lodging
PU 022	26700 block of Hwy. 17 Leavey	<u>Vacant Hillcrest Groceries and Filling</u>	Automobile Related
PU 023	Hwy. P and AA Laquey	<u>Vacant Parson's / Laquey Market</u>	Commerce/Entertainment
PU 024	27926 Hwy. AB Dadtown	<u>Medders Spring Valley Court/ Store</u>	Lodging
PU 025a	305 Hwy. AB Gascozark	<u>Rental Cabins Caldwell's Court</u>	Lodging
PU 25b	30570 Hwy. AB Gascozark	<u>Gascozark Trading Post Caldwell's Cafe</u>	Restaurants
PU 026	30500 Hwy. AB Gascozark	<u>Vacant Gascozark Store</u>	Restaurants
PU 127	20997 Teardrop Rd. Devils Elbow	<u>Residence Sunset Rest Camp/ Station</u>	Lodging
PU 128	Big Piney River, Hwy. Z Devils Elbow	<u>Big Piney River Bridge Concrete Deck/ Arch Bridge</u>	Roadway
PU 129	Big Piney River Devils Elbow	<u>Devil's Elbow Bridge Devil's Elbow Bridge (206001.5)</u>	Roadway
PU 130	Timber Rd. Devils Elbow	<u>Vacant McCoy's Market/ Station/ Cabins</u>	Lodging
PU 131	21300 block Teardrop Rd. Devils Elbow	<u>Scenic Overlook/ Stone Scenic Overlook/ Stone Wall</u>	Landscapes/Districts
PU 132	21754 Teardrop Devils Elbow	<u>Judy's Place Falcon Club</u>	Restaurants
PU 133	14406 Hwy. Z St. Robert	<u>Carnival/ Tattoo's, Big Mark Twain Motel /Restaurant</u>	Lodging
PU 134	14501 Hwy. Z St. Robert	<u>Rentals Tower Court</u>	Lodging
PU 135	441 Old Rt. 66 (South Bus. St. Robert	<u>Ranch Motel Ranch Motel</u>	Lodging
PU 136	233 E. Historic 66 Waynesville	<u>Hair on the Square Rigsby's Service Station</u>	Automobile Related
PU 137	216 E. Historic 66 Waynesville	<u>Victory Tavern/ Victory Tavern</u>	Restaurants
PU 138	212 E Historic 66 Waynesville	<u>Vacant Tinkle Bar</u>	Restaurants
PU 139	102 E Historic 66 Waynesville	<u>Vacant Waynesville Hotel</u>	Lodging

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
PROPERTIES SORTED BY INVENTORY NUMBER**

<b>Inventory Number</b>	<b>Address</b>	<b>Current Name</b> <b>Historic Name</b>	<b>Property Type</b>
<b>PU 140</b>	Roubidoux Creek <b>Waynesville</b>	<u><b>Roubidoux Creek Bridge</b></u> <b>Roubidoux Creek Bridge G455A</b>	Roadway
<b>PU 141</b>	307-9 W Historic 66 <b>Waynesville</b>	<u><b>Bill's Sporting Goods/ City</b></u> <b>The Owl Cafe</b>	Commerce/Entertainment
<b>PU 142</b>	206 W. Historic 66 <b>Waynesville</b>	<u><b>Every Bloomin' Thing</b></u> <b>Bell's Sinclair Filling Station</b>	Automobile Related
<b>PU 143</b>	26440 Hwy. 17 <b>Buckhorn</b>	<u><b>Vacant</b></u> <b>Hough's Market &amp; Conoco</b>	Commerce/Entertainment
<b>PU 144</b>	28444 Hwy. 17 <b>County</b>	<u><b>Vacant</b></u> <b>Rigg's Station</b>	Automobile Related

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY INVENTORY NUMBER

Inventory Number	Address	Current Name Historic Name	Property Type
SL 001	5511 North Lindbergh Hazelwood	<u>Fantastic, Inc. (auto body)</u> Auto Painting Company of	Automobile Related
SL 002	5513 North Lindbergh Hazelwood	<u>Vacant</u> Airport Motors, Airport Garage	Automobile Related
SL 003a	4675 N. Lindbergh Bridgeton	<u>Stanley Cour-tel (motel)</u> Stanley Cour-tel (motel units)	Lodging
SL 003b	4675 N. Lindbergh Bridgeton	<u>Stanley Cour-tel (office)</u> Stanley Cour-tel (office)	Lodging
SL 004	802 S. Lindbergh Blvd. Ladue	<u>Bolch Service Station</u> Parker Service Station	Automobile Related
SL 005	9033 Manchester Brentwood	<u>Carl's Drive In</u> Carl's Drive-In	Restaurants
SL 006	14432 Manchester Ballwin	<u>Duenke Cabinet Co.</u> Manchester Motor Co.	Automobile Related
SL 007	Manchester Rd. Hollow	<u>Manchester Road Garage</u> Manchester Road Garage	Automobile Related
SL 008	7750 Watson Rd. Malborough	<u>Rischbieters Automotive</u> Rischbieters Automotive	Automobile Related
SL 009	7876 Watson Marlborough	<u>Wayside Motel</u> Wayside Auto Court	Lodging
SL 010	7880 Watson Rd. Marlborough	<u>Chippewa Motel</u> Chippewa Tourist Cottages	Lodging
SL 011	7898 Watson Rd. Marlborough	<u>Duplex Motel</u> Duplex Tourist Cottages	Lodging
SL 012a	8208 Watson Rd. Marlborough	<u>La Casa Grand Motel</u> La Casa Grand Tourist Camp	Lodging
SL 012b	8208 Watson Rd. Marlborough	<u>La Casa Grand Motel</u> La Casa Grand Tourist Camp	Lodging
SL 013	9338 Watson Rd. Crestwood	<u>RAZED</u> "66" Park in Theater and	Commerce/Entertainment
SL 014	620 South Outer Rd. Fenton	<u>RAZED</u> Siesta Motel	Lodging
SL 015	570 South Outer Rd. Fenton	<u>RAZED</u> Roselawn Motel	Lodging
SL 016	North Service Rd. Times Beach	<u>Route 66 State Park Visitor</u> Steiny's Inn, Bridgehead Inn	Restaurants
SL 017	114 W. 5th St. Eureka	<u>Phil's Bar-B-Cue</u> Implement building	Commerce/Entertainment
SL 018	Shaw Nature Reserve Allenton	<u>Shaw Bus shelter -</u> Henry Shaw Gardenway Bus	Roadway

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
PROPERTIES SORTED BY INVENTORY NUMBER**

<b>Inventory Number</b>	<b>Address</b>	<b>Current Name Historic Name</b>	<b>Property Type</b>
SL 019	Bus. Loop 44 Pacific	<u>Red Cedar Inn</u> Red Cedar Inn	Restaurants
SL 020	Bus. Loop 44 Pacific	<u>Jensen Point Scenic</u> Jensen Point	Landscapes/Districts
SL 021	428 Osage St. Pacific	<u>Vacant</u> Slab Rock Garage	Automobile Related
SL 022	10143 Old Olive St. Olivette	<u>Ivy Motel</u> Ivy Motel	Lodging
SL 123	Mississippi River St. Louis	<u>Chain of Rocks</u> Chain of Rocks Bridge	Roadway
SL 124	17352 Manchester Rd. Pond	<u>Big Chief Dakota Grill</u> Big Chief Restaurant	Restaurants
SL 125	Meramec River Times Beach	<u>Meramec River Bridge</u> Meramec River Bridge	Roadway
SL 126	18593 Bus. Loop 44 Pacific	<u>Rt. 66 Landscaping</u> Beacon Court	Lodging
SL 127	8523 Watson Rd. St. Louis	<u>Cottman Transmission</u> Phillips 66	Automobile Related
SL 128	9400 blk Manchester @ McKnight St. Louis	<u>Windshields and MO</u> Phillips 66 station	Automobile Related
SL 129	4665 N Lindbergh St. Louis	<u>Lin Air Motel</u> Lin Air Motel	Lodging



**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
PROPERTIES SORTED BY INVENTORY NUMBER**

<b>Inventory Number</b>	<b>Address</b>	<b>Current Name Historic Name</b>	<b>Property Type</b>
<b>WB 001</b>	5730 Highway CC <b>Niangua</b>	<u><b>Abbylee Motel</b></u> <b>Abbylee Court</b>	Lodging
<b>WB 002</b>	3734 Highway CC <b>Niangua</b>	<u><b>Rockhaven Service Station</b></u> <b>Rockhaven Service Station</b>	Automobile Related
<b>WB 003a</b>	3670 Highway CC <b>Niangua</b>	<u><b>Oak Vale Park, Odds &amp; Carpenter's Camp (cafe/service)</b></u>	Automobile Related
<b>WB 003b</b>	3670 Highway CC <b>Niangua</b>	<u><b>Oak Vale Park, Odds &amp; Carpenter's Camp (cabins) 1</b></u>	Lodging
<b>WB 004</b>	3000 block Highway CC <b>Niangua</b>	<u><b>Highway CC Filling Station</b></u> <b>Highway CC Filling Station</b>	Automobile Related
<b>WB 005</b>	6400 block Highway OO <b>Northview</b>	<u><b>Red Top Camp</b></u> <b>Red Top Garage</b>	Automobile Related
<b>WB 006a</b>	7200 block Highway CC <b>Sampson</b>	<u><b>Indian Camp</b></u> <b>Timber Hill Camp</b>	Lodging
<b>WB 006b</b>	7200 block Highway CC <b>Sampson</b>	<u><b>Indian Camp</b></u> <b>Timber Hill Camp (cabins)</b>	Lodging
<b>WB 007</b>	Jct. Highway CC and M <b>Niangua</b>	<u><b>Niangua Junction Station</b></u> <b>Niangua Junction Service</b>	Automobile Related
<b>WB 008</b>	Highway CC <b>Marshfield</b>	<u><b>Skyline Cafe, Marshfield</b></u> <b>Trask's Place</b>	Automobile Related
<b>WB 009</b>	Highway OO <b>Holman</b>	<u><b>Holman Hotel, Holman</b></u> <b>Ranch Hotel</b>	Lodging

# Appendix D

## Master List of Surveyed Properties

Sorted by Property Type

## ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address	Current Name	Property Type
CR 002	475 Old Rte. 66 Hwy <i>Bourbon</i>	<b>Bourbon Metal Recycling</b> <i>Roedemeir Garage/Cafe</i>	Automobile Related Gas Station
CR 009	106 W. Washington <i>Cuba</i>	<b>Jim's Motors</b> <i>Phillips 66 Gas Station</i>	Automobile Related Gas Station
CR 012	306 W. Washington <i>Cuba</i>	<b>Modern Detailing</b> <i>Delano Station</i>	Automobile Related Gas Station
FR 002	304 W. Osage <i>Pacific</i>	<b>Dittmer Motor, Landmark</b> <i>304 West Osage Street</i>	Automobile Related Gas Station
FR 012	North Outer Road <i>Union</i>	<b>RAZED</b> <i>North Outer Road Building</i>	Automobile Related Gas Station
GR 011a	1909 West Kearney <i>Springfield</i>	<b>Vacant, For Rent</b> <i>Ira Smith Station and</i>	Automobile Related Gas Station
GR 025	2906 Chestnut Street <i>Springfield</i>	<b>Deryl's Rt. 66 Auto Sales</b> <i>West 66 Liquors</i>	Automobile Related Gas Station
GR 028a	2321 West Bypass <i>Springfield</i>	<b>Rex Smith Gas Station</b> <i>Otto Young Gas Station</i>	Automobile Related Gas Station
GR 029	4103 Chestnut <i>Springfield</i>	<b>RAZED</b> <i>Brick gas/service station</i>	Automobile Related gas station
GR 032	7400 Hwy 266 <i>Elwood vicinity</i>	<b>Vacant</b> <i>Moore's Filling Station</i>	Automobile Related Gas Station
GR 034	8673 Hwy 266 <i>BoisD'Arc vic.</i>	<b>Station is vacant, houses</b> <i>Parkaway Camp and O'Dell</i>	Automobile Related Gas Station
GR 035	8240 Hwy 266 <i>Barnes</i>	<b>Melton's Service Center</b> <i>Barnes Station and</i>	Automobile Related Gas Station
GR 037	12300 Hwy 266 <i>Plano</i>	<b>Residence</b> <i>Hilton's Tydol Station/ Store</i>	Automobile Related Gas Station
GR 139	400 West Kearney <i>Springfield</i>	<b>Peck's Trallors</b> <i>Peck's Service Station</i>	Automobile Related Gas Station
GR 141	1000 West Kearney <i>Springfield</i>	<b>Cardinal Used Cars and</b> <i>Carner's D-X Station</i>	Automobile Related Gas Station
GR 151	1802 East Trafficway	<b>Irene's Quik-Spuds</b> <i>Brock and Hawkins Filling</i>	Automobile Related Gas Station
GR 157	935 West College Street <i>Springfield</i>	<b>Vacant</b> <i>Shell Station</i>	Automobile Related Gas Station
JP 002a	S.R. 96 <i>Avilla</i>	<b>Hardesty Filling Station</b> <i>Hardesty Filling Station</i>	Automobile Related Gas Station
JP 006	Hwy. 96 <i>Avilla</i>	<b>Endicott Garage</b> <i>Barbato's Garage</i>	Automobile Related Gas Station

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address	Current Name	Property Type
JP 007	S.R. 96 and BB <i>Forest Mills</i>	<b>Highway 96 Filling Station</b> <i>State Route 96 Filling</i>	Automobile Related Gas Station
JP 009a	12900 Old 66 Blvd. <i>Carthage</i>	<b>Red Rock Apartments</b> <i>White's Court (gas)</i>	Automobile Related Gas Station
JP 016	328 East Main St. <i>Cartersville</i>	<b>Cartersville Dairy Creme</b> <i>328 East Main Street</i>	Automobile Related Gas Station
JP 019	Daugherty St. and <i>Webb City</i>	<b>RAZED</b> <i>Daugherty Street Filling</i>	Automobile Related Gas Station
JP 020	Webb St. <i>Webb City</i>	<b>RAZED</b> <i>Webb Street Filling Station</i>	Automobile Related Gas Station
JP 021	902 West Broadway <i>Webb City</i>	<b>902 W. Broadway Garage</b> <i>902 W. Broadway Garage</i>	Automobile Related Gas Station
JP 026	213 W. 7th (formerly 635 Wall) <i>Joplin</i>	<b>Looboyle Refining Co.</b> <i>Ozark Filling Station</i>	Automobile Related Gas Station
JP 031	7839 Old 66 Hwy. <i>Central City</i>	<b>Paddoc Liquors</b> <i>Gray and Archer Filling</i>	Automobile Related Gas Station
LA 008	300 Main St. <i>Halltown</i>	<b>Stone's Corner</b> <i>Main St. Service Station</i>	Automobile Related Gas Station
LA 015b	19720 FR 2062 <i>Spencer</i>	<b>Spencer Garage and</b> <i>Spencer Garage and</i>	Automobile Related Gas Station
LA 017a	14451 SR 96 <i>Heatonville</i>	<b>Castle Rock Courts</b> <i>Castle Rock Courts</i>	Automobile Related Gas Station
LA 019	SR 96 <i>Albatross</i>	<b>Adamson Oil Company</b> <i>State Route 96 Service</i>	Automobile Related Gas Station
LA 020	SR 96 <i>Albatross</i>	<b>Hollis Hillhouse Service</b> <i>Hollis Hillhouse Service</i>	Automobile Related Gas Station
LA 022	10100 block SR 96 south <i>Albatross</i>	<b>Miller's Station, Morgan's</b> <i>State Route 96 Service</i>	Automobile Related Gas Station
LA 023	SR 96 and UU <i>Phelps</i>	<b>Bill's Station</b> <i>Bill's Station</i>	Automobile Related Gas Station
LA 27a	3306 SR96 <i>Rescue</i>	<b>Clay's Shady Side Cottage</b> <i>Shady Side Camp</i>	Automobile Related Gas Station
LC 014	South Service Road <i>Brush Creek</i>	<b>RAZED</b> <i>Auto RV Diesel</i>	Automobile Related Gas Station
LC 015	Hwy W - 1 mi w. of Hwy A <i>Phillipsburg</i>	<b>Vacant</b> <i>Carter's Gas Station and</i>	Automobile Related Gas Station
LC 017	15150 Hwy W <i>Phillipsburg</i>	<b>Heritage Golf Course</b> <i>Skelly Gas Station</i>	Automobile Related Gas Station

## ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

### PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address	Current Name Historic Name	Property Type Survey
LC 126	1003 Millcreek (Route 66) <i>Lebanon</i>	<b>Speaker Propane Gas</b> <i>Mobile Station</i>	Automobile Related Gas Station
LC 128	220 E Elm <i>Lebanon</i>	<b>J &amp; A Auto Sales</b> <i>Woods DX Service Station</i>	Automobile Related Gas Station
LC 137	14920 Hwy CC <i>Phillipsburg</i>	<b>S &amp; H Auto Sales</b> <i>Tydol Station</i>	Automobile Related Gas Station
PH 002	701 E. Springfield <i>St. James</i>	<b>Vacant</b> <i>St. James Inn/ Pennant</i>	Automobile Related Gas Station
PH 003	501 James Blvd. <i>St. James</i>	<b>Woodruff's Garage</b> <i>Atlasta Service Station</i>	Automobile Related Gas Station
PH005b	600 block W. James Blvd. <i>St. James</i>	<i>Kozy Kottage Kamp (filling)</i>	Automobile Related Gas Station
PH 013	349 Eisenhower Dr. <i>Doolittle</i>	<b>Dan Malone's Service</b> <i>Hudson Oil Company</i>	Automobile Related Gas Station
PH 014	Martin Springs Dr. <i>Doolittle</i>	<b>Elmer Hayes Garage</b> <i>Doolittle Service Station</i>	Automobile Related Gas Station
PH 015	500 block Hwy. T <i>Doolittle</i>	<b>I-44 Antique Mall and Flea</b> <i>T&amp;T Cafe and Garage</i>	Automobile Related Gas Station
PH 022	N. Outer Rd. <i>Clementine</i>	<b>Fisher's Filling Station</b> <i>Fisher's Filling Station</i>	Automobile Related Gas Station
PU 014	209 W. Historic 66 <i>Waynesville</i>	<b>Shelter Insurance/ Hair</b> <i>Roubidoux Gardens Cafe/</i>	Automobile Related Gas Station
PU 019	Hwy. 17 <i>Buckhorn</i>	<b>RAZED</b> <i>Gas station</i>	Automobile Related Gas Station
PU 022	26700 block of Hwy. 17 <i>Leavey</i>	<b>Vacant</b> <i>Hillcrest Groceries and</i>	Automobile Related Gas Station
PU 136	233 E. Historic 66 <i>Waynesville</i>	<b>Hair on the Square</b> <i>Rigsby's Service Station</i>	Automobile Related Gas Station
PU 142	206 W. Historic 66 <i>Waynesville</i>	<b>Every Bloomin' Thing</b> <i>Bell's Sinclair Filling Station</i>	Automobile Related Gas Station
SL 004	802 S. Lindbergh Blvd. <i>Ladue</i>	<b>Bolch Service Station</b> <i>Parker Service Station</i>	Automobile Related Gas Station
SL 006	14432 Manchester <i>Ballwin</i>	<b>Duenke Cabinet Co.</b> <i>Manchester Motor Co.</i>	Automobile Related Gas Station
SL 007	Manchester Rd. <i>Hollow</i>	<b>Manchester Road Garage</b> <i>Manchester Road Garage</i>	Automobile Related Gas Station
SL 127	8523 Watson Rd. <i>St. Louis</i>	<b>Cottman Transmission</b> <i>Phillips 66</i>	Automobile Related Gas Station

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address	Current Name Historical Name	Property Type Source
SL 128	9400 blk Manchester @ McKnight St. Louis	<b>Windshields and MO</b> Phillips 66 station	Automobile Related Gas Station
SS 002	7145 Manchester Rd. St. Louis	<b>Honea Auto Body</b> Ozark Trail Garage	Automobile Related Gas Station
SS 003	6951 Manchester Ave. St. Louis	<b>Manchester Auto Sales</b> Shelby Filling Station	Automobile Related Gas Station
WB 002	3734 Highway CC Niangua	<b>Rockhaven Service Station</b> Rockhaven Service Station	Automobile Related Gas Station
WB003a	3670 Highway CC Niangua	<b>Oak Vale Park, Odds &amp;</b> Carpenter's Camp	Automobile Related Gas Station
WB 007	Jct. Highway CC and M Niangua	<b>Niangua Junction</b> Niangua Junction Service	Automobile Related Gas Station
WB 008	Highway CC Marshfield	<b>Marshfield Country Club</b> Trask's Place	Automobile Related Gas Station
JP 032	Old 66 Hwy. Central City	<b>Phillips 66 Station</b> Harry's Super Station	Automobile Related Oblong Box Gas Station
CR 004	1441 66 Hwy Bourbon	<b>Spoon Residence</b> Hi Hill Cabins and Station	Automobile Related Residential Theme Gas
GR 022	2429 West College Street Springfield	<b>National Labs (service)</b> Samuel M. Patton Filling	Automobile Related Residential Theme Gas
JP 013	918 Oak Carthage	<b>Baird's Sharpening</b> Neatherry's Service Station	Automobile Related Residential Theme Gas
JP 023	2312 Utica Joplin	<b>Dale's Ole "66" Barber</b> Shamrock Inn Filling Station	Automobile Related Residential Theme Gas
LC 010	311 Rt. 66 - E. Elm Lebanon	<b>Orchard Hills Liquor Store</b> Carter and Lawson	Automobile Related Residential Theme Gas
LC 011	391 Rt. 66 - W. Elm Lebanon	<b>Fast Loans</b> Carter and Lawson	Automobile Related Residential Theme Gas
SS 004	2158 McCausland St. Louis	<b>Roger Wilson Motors</b> Dodson Service Station	Automobile Related Residential Theme Gas
SS 005	3307 Gravois St. Louis	<b>Spiro Brothers Service</b> Robert Marty Filling Station	Automobile Related Residential Theme Gas
WB 004	3000 block Highway CC Niangua	<b>Highway CC Filling Station</b> Highway CC Filling Station	Automobile Related Residential Theme Gas
FR 007	600 Hwy. AT Villa Ridge	<b>Bows and Bullfrogs Child</b> Highway AT Building	Automobile Related Sales and Service
FR 009b	1370 Highway AT Villa Ridge	<b>Key's Twin Bridge Gas</b> Key's Twin Bridge Gas	Automobile Related Sales and Service

## ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

### PROPERTIES SORTED BY PROPERTY TYPE

Property Number	Address City	Current Name Historical Name	Property Type Subtype
FR 014	786 N. Commercial Ave. St. Clair	<b>Coventry Motorcars</b> 786 Commercial Ave.	Automobile Related Sales and Service
FR 015	605 Commercial St. Clair	<b>RAZED</b> 605 Commercial Ave.	Automobile Related Sales and Service
FR 016	400 W. Gravois St. Clair	<b>Ritter Motors</b> Ritter Motor Company	Automobile Related Sales and Service
FR 026	630 W. Springfield Sullivan	<b>RAZED</b> 630 West Springfield	Automobile Related Sales and Service
GR 002	101 Madison Strafford	<b>A-1 Towing</b> McDowell Garage and	Automobile Related Sales and Service
GR 009	1515 East Kearney Springfield	<b>Hickman's Tire</b> May Pop Tire and Wheel	Automobile Related Sales and Service
GR 013	2949 East Kearney Springfield	<b>Cedar Ridge Portable</b> Truck Stop and Garage	Automobile Related Sales and Service
GR 026	2956 Chestnut Street Springfield	<b>Vacant</b> Heagerty Radiator Garage	Automobile Related Sales and Service
GR 031	6708 Hwy 266 Elwood	<b>Rt. 66 Honey Haven</b> Claude's Automotive	Automobile Related Sales and Service
GR 033	7973 Hwy 266 Elwood vicinity	<b>Rainey's Tow Service</b> Rainey's Garage	Automobile Related Sales and Service
GR 138	737 East Kearney Springfield	<b>Stan's Motor Service</b> Scotty Auto Service	Automobile Related Sales and Service
GR 143	1933 West Kearney Springfield	<b>D-C Cycle</b> Lilley Gas Station/ Grocery	Automobile Related Sales and Service
GR 160	2541 West College Street Springfield	<b>Ace Auto</b> Koch and Sons Auto Repair	Automobile Related Sales and Service
JP 002b	S.R. 96 Avilla	<b>Nichols' Garage</b> Nichols' Garage	Automobile Related Sales and Service
JP 012	500 Oak St. Carthage	<b>G&amp;E Tire Company, Grave</b> Joy's Garage and Filling	Automobile Related Sales and Service
JP 017	400 Main St. Cartersville	<b>P&amp;T Auto Sales</b> 400 Main Street Service	Automobile Related Sales and Service
JP 024	1525 E. Broadway Joplin	<b>Tydol Service Station,</b> Dewey Hinds Filling	Automobile Related Sales and Service
JP 027	1902 W. 7th Joplin	<b>Red's Tire Supply and</b> 1902 West 7th Street	Automobile Related Sales and Service
LA 003	218 W. Main St. Halltown	<b>West Hardware,</b> Main St. Building	Automobile Related Sales and Service

## ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

### PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address	Current Name	Property Type
LA 012	21118 Old 66 <i>Paris Springs</i>	<u>Highway 266/Paris Springs</u> <i>Paris Springs Junction</i>	Automobile Related Sales and Service
LA 014	20900 block Old 66 <i>Paris Springs</i>	<u>Highway 266/Paris Springs</u> <i>Highway 266/Paris Springs</i>	Automobile Related Sales and Service
LA 016	Jct. Hwy. M South <i>Heatonville</i>	<u>Law's Auto Salvage</u> <i>Jim Collins' Garage</i>	Automobile Related Sales and Service
LA 018	14100 block SR 96 <i>Heatonville</i>	<u>Treasure Corner</u> <i>D.L. Morris Garage</i>	Automobile Related Sales and Service
LC 012	500 West Elm <i>Lebanon</i>	<u>State Hwy &amp; Transportation</u> <i>State Hwy &amp;</i>	Automobile Related Sales and Service
LC 127	333 E. Elm <i>Lebanon</i>	<u>D &amp; J Auto Sales</u> <i>Garage</i>	Automobile Related Sales and Service
LC 132	390 Rt. 66 - W. Elm <i>Lebanon</i>	<u>Crow Pain and Glass</u> <i>Wallick Motor Sales &amp;</i>	Automobile Related Sales and Service
PH 012	190 Eisenhower Dr. <i>Doolittle</i>	<u>Vacant</u> <i>Ramsey's Garage/</i>	Automobile Related Sales and Service
PU 013	319-321 W. Historic 66 <i>Waynesville</i>	<u>Ed Wilson Auto Body &amp;</u> <i>Johnson Cafe and Garage</i>	Automobile Related Sales and Service
PU 020	26150 Hwy. 17 <i>Buckhorn</i>	<u>Vacant</u> <i>Mattress Company/Garage</i>	Automobile Related Sales and Service
PU 144	28444 Hwy. 17 <i>County</i>	<u>Vacant</u> <i>Rigg's Station</i>	Automobile Related Sales and Service
SL 001	5511 North Lindbergh <i>Hazelwood</i>	<u>Fantastic, Inc. (auto body)</u> <i>Auto Painting Company of</i>	Automobile Related Sales and Service
SL 002	5513 North Lindbergh <i>Hazelwood</i>	<u>Vacant</u> <i>Airport Motors, Airport</i>	Automobile Related Sales and Service
SL 008	7750 Watson Rd. <i>Malborough</i>	<u>Rischbieters Automotive</u> <i>Rischbieters Automotive</i>	Automobile Related Sales and Service
SL 021	428 Osage St. <i>Pacific</i>	<u>Vacant</u> <i>Slab Rock Garage</i>	Automobile Related Sales and Service
SS 006	3115 Gravois <i>St. Louis</i>	<u>Reiner Filling</u> <i>Princeton Battery Service</i>	Automobile Related Sales and Service
WB 005	6400 block Highway OO <i>Northview</i>	<u>Red Top Camp</u> <i>Red Top Garage</i>	Automobile Related Sales and Service
FR 004	3302 Highway 100 <i>Villa Ridge</i>	<u>Wayside Stop/ Citgo</u> <i>Highway AT Building</i>	Commerce/Entertainment
GR 024	2904 Chestnut Street <i>Springfield</i>	<u>The Poppy Seed/not</u> <i>B&amp;J Tavern</i>	Commerce/Entertainment

## ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

### PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address	Current Name	Property Type
GR 153	1261 St. Louis Street Springfield	<b>D and S Automotive</b> Tile Commercial Building	Commerce/Entertainment
JP 004	S.R.96 Avilla	<b>Vacant</b> 100F Hall	Commerce/Entertainment
JP 005	State Route 96 Avilla	<b>Vacant</b> State Route 96	Commerce/Entertainment
JP 015	Old 66 Blvd. South Lakeside	<b>Vacant</b> Lakeside Inn	Commerce/Entertainment
JP 018	401 Main St. Carterville	<b>Main Street Commercial</b> Main Street Building	Commerce/Entertainment
JP 025	601 E. Broadway Joplin	<b>Betty Lee's Antiques</b> Broadway Poultry Company	Commerce/Entertainment
JP 028	2311 W. 7th Joplin	<b>Divine Motors, Sixty-six</b> 2311 W. 7th St. Building	Commerce/Entertainment
LA 001	130 Main St. Halltown	<b>Cameron Antiques</b> 130 Main St. Building	Commerce/Entertainment
LA 002	100 block Main St. Halltown	<b>Whitehall Mercantile</b> 100F Lodge	Commerce/Entertainment
LA 005	220 W. Main St. Halltown	<b>Cleo's Beauty Shop,</b> 218 Main St. Building	Commerce/Entertainment
LA 009	1904 Main St. Halltown	<b>Vacant</b> 1904 Main St. Building	Commerce/Entertainment
LA 010	1911 Main St. Halltown	<b>Richard's Antiques</b> 1911 Main St. Building	Commerce/Entertainment
LC 001	South Service Road Hazelgreen	<b>RAZED</b> Hidden Valley Gifts	Commerce/Entertainment
LC 129	101 Rte. 66 - E. Elm Lebanon	<b>Metro Building</b> Greyhound Post House	Commerce/Entertainment
PH 011	14775 Martin Spring Drive Rolla	<b>Residence</b> Hillside Tavern	Commerce/Entertainment
PH020c	Hwy. D Jerome	<b>Bear's Den, Bushwacker</b> Bear's Den, Bushwacker	Commerce/Entertainment
PU 018	Hwy. 17 Buckhorn	<b>RAZED</b> D&D Market/ Udderly	Commerce/Entertainment
PU 141	307-9 W Historic 66 Waynesville	<b>Bill's Sporting Goods/ City</b> The Owl Cafe	Commerce/Entertainment
SL 017	114 W. 5th St. Eureka	<b>Phill's Bar-B-Cue</b> Implement building	Commerce/Entertainment

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address City	Current Name Historic Name	Property Type Subtype
SS 107	6525 Chippewa St. Louis	Donut Drive In Donut Drive In	Commerce/Entertainment
GR 023	2846 Chestnut Street Springfield	Razed Red's Giant Hamburg	Commerce/Entertainment Drive-In Restaurant
GR 006	2581 East Kearney Springfield	Vacant Holiday Theatre (drive-in)	Commerce/Entertainment Drive-In Theatre
JP 014	17231 Old 66 Blvd. Brooklyn	66 Drive-In Theater 66 Drive-In Theater	Commerce/Entertainment Drive-In Theatre
SL 013	9338 Watson Rd. Crestwood	RAZED "66" Park in Theater	Commerce/Entertainment Drive-In Theatre
JP 008	9400 block Old 66 Blvd. Carthage	Storage 66 Drive-In	Commerce/Entertainment Food Stand
FR 008a	1128 Highway AT Villa Ridge	Guffey's Villa Ridge Store Stropman's Camp	Commerce/Entertainment Grocery Store
LA 004	218 Main St. Halltown	Halltown Post Office, West's Grocery	Commerce/Entertainment Grocery Store
LA 013	21099 Old 66 Paris Springs	Gay Parita Store Gay Parita Store	Commerce/Entertainment Grocery Store
LA 015a	19720 FR 2062 Spencer	Vacant Spencer Store/ Station/	Commerce/Entertainment Grocery Store
LA 021	12141 SR 96 Albatross	Jim Moot's Auto Body/ Albatross Store	Commerce/Entertainment Grocery Store
LA 024	8470 SR 96 Phelps	Vacant Henson Building	Commerce/Entertainment Grocery Store
LC 007	135 Wrinkle Ave. Lebanon	Wrink's Food Market Wrink's Food Market	Commerce/Entertainment Grocery Store
PH 001	SR 268 Rosati	Cardetti & Sons Mercantile Peter Marchi General	Commerce/Entertainment Grocery Store
PH 010a	14350 Martin Spring Drive Rolla	Residence Martin Spring Store	Commerce/Entertainment Grocery Store
PH 010b	14350 Martin Spring Drive Rolla	Martin Spring Store/ Martin Spring Store/	Commerce/Entertainment Grocery Store
PU 002	Hwy. Z and Teardrop Rd. Devils Elbow	Vacant Dale's Sporting Goods	Commerce/Entertainment Grocery Store
PU 004	12175 Timber Rd. Devils Elbow	Shelden's Market Miller's Market	Commerce/Entertainment Grocery Store
PU 007	Hwy. 640 and Z Hooker	RAZED Grandview Market	Commerce/Entertainment Grocery Store

## ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

### PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address	Current Name	Property Type
PU 012	303-5 W. Historic 66 Waynesville	<b>Mallow's Market</b> Brumley's Super Market	Commerce/Entertainment Grocery Store
PU 023	Hwy. P and AA Laquey	<b>Vacant</b> Parson's / Laquey Market	Commerce/Entertainment Grocery Store
PU 143	26440 Hwy. 17 Buckhorn	<b>Vacant</b> Hough's Market & Conoco	Commerce/Entertainment Grocery Store
GR 156	610 West College Street Springfield	<b>KTOZ AM 1060 Station/</b> KICK Radio Station 1340	Commerce/Entertainment Radio Station
FR 019a	2353 North Outer Road Anaconda	<b>Vacant</b> Ozark Court (curio shop)	Commerce/Entertainment Souvenir Shop
PH 016a	North Outer Rd. (Sugar Tree) Newburg	<b>Vernelle's Motel</b> Gasser's Tourist Court	Commerce/Entertainment Souvenir Shop
PH 017b	North Outer Rd. (Sugar Tree) Newburg	<b>Vacant</b> John's Modern Cabins	Commerce/Entertainment Souvenir Shop
PH 020b	Hwy. D Jerome	<b>Vacant</b> Stonydell Bus Station	Commerce/Entertainment Souvenir Shop
PU 001	11126 Hwy. Z Hooker	<b>Becht Residence</b> Sterling's Hillbilly Store	Commerce/Entertainment Souvenir Shop
GR 007	2136 East Kearney Springfield	<b>Razed</b> Lurvey's Nightclub	Commerce/Entertainment Tavern
GR 162	14257 Hwy 266 Springfield	<b>Hogenmiller House</b> Dutch's Tavern/Station/	Commerce/Entertainment Tavern
GR 163	11924 Hwy 266	<b>vacant</b> Hillbilly Heaven	Commerce/Entertainment Tavern
PU 010	Business Loop 44 St. Robert	<b>RAZED</b> Diamond Lounge	Commerce/Entertainment Tavern
PU 131	21300 block Teardrop Rd. Devils Elbow	<b>Scenic Overlook/ Stone</b> Scenic Overlook/ Stone Wall	Landscapes/Districts
SL 020	Bus. Loop 44 Pacific	<b>Jensen Point Scenic</b> Jensen Point	Landscapes/Districts
CR 006	66 Hwy ( W of Hwy H) Leasburg	<b>Oak Grove Roadside Park</b> Oak Grove Roadside Park	Landscapes/Districts Roadside Park
LC 139	14724 Hwy CC Phillipsburg vic.	<b>Monument at Brawley</b> Roadside Park/ Monument	Landscapes/Districts Roadside Park
PU 009	Old Rt. 66 nr St. Robert St. Robert	<b>George M. Reed Roadside</b> George M. Reed Roadside	Landscapes/Districts Roadside Park
FR 020c	2653 North Service Road Stanton	<b>Del-Crest</b> Benson's Tourist City	Lodging

## ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address City	Current Name Historical Name	Property Type Source
JP 022	2201-05 North Florida Ave. Joplin	<u>Trading Post Apartments,</u> <i>Royal Heights Apartments</i>	Lodging
LC 016	13095 Birch Rd. Phillipsburg	<u>RAZED/ALTERED</u> <i>Midway Motel and Cafe</i>	Lodging
PU 005	21150 Teardrop Rd. Devils Elbow	<u>Residence</u> <i>Hiawatha Lodge</i>	Lodging
WB 009	Highway OO Holman	<u>Exotic Animal Paradise</u> <i>Ranch Hotel</i>	Lodging
PU 127	20997 Teardrop Rd. Devils Elbow	<u>Residence</u> <i>Sunset Rest Camp/ Station</i>	Lodging Gas Station
CR 010	509 Main at McClay Cuba	<u>Apartments</u> <i>Palace Hotel</i>	Lodging Hotel
CR 013	101 E. Washington Cuba	<u>Midway Mall</u> <i>Midway Building</i>	Lodging Hotel
CR 014	601 E. Main Cuba	<u>Southern Hotel Apartments</u> <i>Southern Hotel</i>	Lodging Hotel
GR 016	700 St. Louis Street Springfield	<u>Kentwood Hall, dormitory</u> <i>Kentwood Arms Motor Hotel</i>	Lodging Hotel
LA 006	201 Main St. Halltown	<u>Residence</u> <i>Las Vegas Hotel</i>	Lodging Hotel
PH 009	718 Pine St. Rolla	<u>Phelps County Bank</u> <i>Hotel Edwin Long</i>	Lodging Hotel
PU 015	202 W. Historic 66 Waynesville	<u>Waynesville Memorial</u> <i>Bell Hotel</i>	Lodging Hotel
PU 139	102 E Historic 66 Waynesville	<u>Vacant</u> <i>Waynesville Hotel</i>	Lodging Hotel
CR 001	1246 South Service Rd Sullivan	<u>Rentals</u> <i>Shamrock Motel</i>	Lodging Motel
FR 003	2624 Highway 100 East Gray Summit	<u>Gardenway Motel</u> <i>Gardenway Motel</i>	Lodging Motel
FR 006	400 block Hwy. AT Villa Ridge	<u>Sunset Motel</u> <i>Sunset Motel</i>	Lodging Motel
FR 010	1390 Hwy. AT Villa Ridge	<u>U Stor It</u> <i>Pin Oak Motel</i>	Lodging Motel
FR 013	780 N. Commercial Ave. St. Clair	<u>Caldwell Banker Building</u> <i>Johnson's Mo-Tel</i>	Lodging Motel
FR 017	600 W. Gravois St. Clair	<u>St. Clair Motel</u> <i>St. Clair Motel</i>	Lodging Motel

## ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY PROPERTIES SORTED BY PROPERTY TYPE

Property Number	Address	Current Name	Property Type
FR 018	2150 North Service Rd. Hwy WW St. Clair	<b>VFW Apartments</b> Skylark Motel/Restaurant	Lodging Motel
FR 021	2719 North Service Road Stanton	<b>El Rancho Motel</b> El Rancho Motel	Lodging Motel
FR 023	North Service Road Stanton	<b>Stanton Motel</b> Stanton Motel	Lodging Motel
FR 024	2420 South Service Road Stanton	<b>Delta Motel</b> Delta Motel	Lodging Motel
JP 010	571 Garrison Carthage	<b>Boots Motel</b> Boots Motel	Lodging Motel
LC 004	1336 E. Route 66 Lebanon	<b>Munger Moss Motel</b> Munger Moss Motor Court	Lodging Motel
LC 013	18773 Hwy W Brush Creek	<b>Residence/ Storage</b> McClary's Motel and	Lodging Motel
LC 119	33800 Rt. 66 Hazelgreen	<b>Henson Residence/ altered</b> Hancock's Motel/ Wayside	Lodging Motel
LC 123	1237 E Elm Lebanon	<b>Holiday Motel</b> Holiday Motel	Lodging Motel
LC 124	1307 E. Route 66 Lebanon	<b>Forest Manor Motel</b> Green Gables Court	Lodging Motel
LC 125	1040 Millcreek Rd. (1100 E. Elm) Lebanon	<b>Vacant</b> Del-Ra Motel	Lodging Motel
LC 133	1421 Rt. 66 - W. Elm Lebanon	<b>Rentals</b> Red Fox Motel	Lodging Motel
PH016c	North Outer Rd. (Sugar Newburg	<b>Vernelle's Motel</b> Gasser's Tourist Court	Lodging Motel
PU 008	21815 Teardrop Rd. Hooker	<b>Devils Elbow Motel</b> Devils Elbow Motel	Lodging Motel
PU 016	310 W. Historic 66 Waynesville	<b>Apartments - to be</b> Clark's Motel	Lodging Motel
PU 017	23196-8 Spruce Buckhorn	<b>Buckhorn Apartments</b> S&G Motel	Lodging Motel
PU 133	14406 Hwy. Z St. Robert	<b>Big Louie's Adult Complex</b> Mark Twain Motel	Lodging Motel
PU 135	441 Old Rt. 66 (South Bus. St. Robert	<b>Ranch Motel</b> Ranch Motel	Lodging Motel
SL003a	4675 N. Lindbergh Bridgeton	<b>Stanley Cour-tel (motel</b> Stanley Cour-tel (motel units)	Lodging Motel

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address City	Current Name Historical Name	Property Type Subtype
SL 003b	4675 N. Lindbergh Bridgeton	<b>Stanley Cour-tel (office)</b> Stanley Cour-tel (office)	Lodging Motel
SL 009	7876 Watson Marlborough	<b>Wayside Motel</b> Wayside Auto Court	Lodging Motel
SL 014	620 South Outer Rd. Fenton	<b>RAZED</b> Siesta Motel	Lodging Motel
SL 015	570 South Outer Rd. Fenton	<b>RAZED</b> Roselawn Motel	Lodging Motel
SL 022	10143 Old Olive St. Olivette	<b>Ivy Motel</b> Ivy Motel	Lodging Motel
SL 129	4665 N Lindbergh St. Louis	<b>Lin Air Motel</b> Lin Air Motel	Lodging Motel
CR 003	992 W. 66 Hwy Bourbon	<b>Private Home</b> Bourbon Lodge	Lodging Tourist Court/Cottage Court
CR 005	South Service Rd. Leasburg	<b>Razed</b> Wood frame cottages	Lodging Tourist Court/Cottage Court
CR 008	901 E. Washington Cuba	<b>Wagon Wheel Motel</b> Wagon Wheel Motel, Cafe	Lodging Tourist Court/Cottage Court
CR 116	900 E. Washington Cuba	<b>Residence/ Rentals</b> Red Horse Cabins	Lodging Tourist Court/Cottage Court
FR 008b	1128 Hwy. AT Villa Ridge	<b>Guffey's Villa Ridge Store</b> Stropman's Camp (cabins)	Lodging Tourist Court/Cottage Court
FR 020b	2653 North Service Road Stanton	<b>Del-Crest</b> Benson's Tourist City	Lodging Tourist Court/Cottage Court
FR 022	North Service Road Stanton	<b>Happy Acres Residential</b> North Service Road Cabin	Lodging Tourist Court/Cottage Court
FR 025	2373 South Service Road Stanton	<b>Ozark Tourist Bureau</b> Cavern City Hideout	Lodging Tourist Court/Cottage Court
GR 003a	4048 East Kearney Springfield	<b>The Truck Store</b> Bell's Motor Court Office	Lodging Tourist Court/Cottage Court
GR 003b	4048 East Kearney Springfield	<b>Truck Store Property</b> Bell's Motor Court Cabin	Lodging Tourist Court/Cottage Court
GR 004	4111 East Kearney Springfield	<b>Apartments</b> Victory Court/Red Rooster	Lodging Tourist Court/Cottage Court
GR 005	2939 East Kearney Springfield	<b>Vacant</b> Lurvey's Motel	Lodging Tourist Court/Cottage Court
GR 008	2000 East Kearney Springfield	<b>Rest Haven Hotel</b> Rest Haven Court	Lodging Tourist Court/Cottage Court

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address	Current Name	Property Type
GR 010	<u>1720 East Kearney</u> Springfield	<u>Rancho Court Apartments</u> Trail's End Motel/Rancho	Lodging Tourist Court/Cottage Court
GR 012	<u>2601 West Kearney</u> Springfield	<u>Travelers Apartments</u> Traveler's Motel	Lodging Tourist Court/Cottage Court
GR 014	<u>2023 North Glenstone</u> Springfield	<u>Glenstone Cottage Court</u> Glenstone Cottage Court	Lodging Tourist Court/Cottage Court
GR 015	<u>203 South Glenstone</u> Springfield	<u>Best Western Route 66 Rail</u> Rail Haven Motel/	Lodging Tourist Court/Cottage Court
GR 017	<u>1600 West College Street</u> Springfield	<u>Ernie's Auto</u> Rainbow Gardens Court	Lodging Tourist Court/Cottage Court
GR 018	<u>2204 West College Street</u> Springfield	<u>Ginny Lee's</u> Ruckman Tourist Camp	Lodging Tourist Court/Cottage Court
GR 019	<u>2238 West College Street</u> Springfield	<u>Stanford Place Apartments</u> Woody Tourist Camp	Lodging Tourist Court/Cottage Court
GR 020	<u>2333 West College Street</u> Springfield	<u>Residence and Cabins</u> Mack's Cabins	Lodging Tourist Court/Cottage Court
GR 021	<u>2400 West College Street</u> Springfield	<u>Melinda Court Apartments</u> Rock Fountain Court	Lodging Tourist Court/Cottage Court
GR 027a	<u>604 West Bypass</u> Springfield	<u>Helfrecht House</u> Helfrecht House	Lodging Tourist Court/Cottage Court
GR 027b	<u>604 West Bypass</u> Springfield	<u>Helfrecht Service Station</u> Helfrecht Motor Court Office	Lodging Tourist Court/Cottage Court
GR 028b	<u>2321 West Bypass</u> Springfield	<u>Rex Smith Cabins</u> Otto Young Cabins	Lodging Tourist Court/Cottage Court
GR 030	<u>5957 Highway 266</u> Elwood	<u>Residences/garage Vacant</u> Andy's Modern Cottages	Lodging Tourist Court/Cottage Court
GR 036	<u>9323 Hwy 266</u>	<u>R &amp; S Floral</u> Greystone Heights	Lodging Tourist Court/Cottage Court
GR 140	<u>501-515 West Kearney</u> Springfield	<u>Oak Ridge Center-shops</u> Oak Ridge Court	Lodging Tourist Court/Cottage Court
GR 142	<u>1854 West Kearney</u> Springfield	<u>Show-Me Tire</u> Rock Cabin Camp	Lodging Tourist Court/Cottage Court
GR 144	<u>2847 West Kearney</u> Springfield	<u>Oak Park Motel, Vacant</u> Hickory Crest Motel and	Lodging Tourist Court/Cottage Court
GR 146	<u>2233-47 North Glenstone</u> Springfield	<u>Maple Motel</u> Maple Motor Court (1947)	Lodging Tourist Court/Cottage Court
GR 147	<u>2120 North Glenstone</u> Springfield	<u>Skyline Country Inn</u> Skyline Terrace Court	Lodging Tourist Court/Cottage Court

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
PROPERTIES SORTED BY PROPERTY TYPE**

<b>Inventory Number</b>	<b>Address</b>	<b>City</b>	<b>Current Name</b> <b>Historic Name</b>	<b>Property Type</b> <b>Subtype</b>
GR 148	2209 North Glenstone	Springfield	<u>White City Tourist Park</u> <i>Flagship Motel</i>	Lodging Tourist Court/Cottage Court
GR 149	815 North Glenstone	Springfield	<u>Dogwood Park Inn</u> <i>Baldrige Motor Court</i>	Lodging Tourist Court/Cottage Court
GR 155	Chestnut	Springfield	<u>Steak Out Restaurant</u> <i>Wishing Well Motel Cabin</i>	Lodging Tourist Court/Cottage Court
GR 161	3550 Chestnut Expressway	Springfield	<u>Wishing Well Motor Inn</u> <i>Wishing Well Motor Inn</i>	Lodging Tourist Court/Cottage Court
JP 001	Jct. Hwy. 96 & Co.LN 6	Avilla	<u>Meister's Body Shop &amp;</u> <i>Log City Camp</i>	Lodging Tourist Court/Cottage Court
JP 002c	S.R. 96	Avilla	<u>Hardesty Cabin</u> <i>Hardesty Cabin</i>	Lodging Tourist Court/Cottage Court
JP 009b	12900 Old 66 Blvd.	Carthage	<u>Red Rock Apartments</u> <i>White's Court (cabins)</i>	Lodging Tourist Court/Cottage Court
LA 011a	22900 block SR 266	Halltown	<u>White City Motel (cabins)</u> <i>White City Motel (cabins)</i>	Lodging Tourist Court/Cottage Court
LA 011b	22900 block SR 266	Halltown	<u>White City Motel</u> <i>White City Motel</i>	Lodging Tourist Court/Cottage Court
LA 017b	14451 SR 96	Heatonville	<u>Castle Rock Courts</u> <i>Castle Rock Courts (cabins)</i>	Lodging Tourist Court/Cottage Court
LA 026	4300 Hwy. 96	Rescue	<u>Reed's Cabins</u> <i>Reed's Cabins #1 and 2</i>	Lodging Tourist Court/Cottage Court
LA 27b	3306 SR96	Rescue	<u>Clay's Shady Side Cottage</u> <i>Shady Side Camp (cabins)</i>	Lodging Tourist Court/Cottage Court
LC 003	23441 Route 66	Lebanon	<u>4-Acre Apartments</u> <i>Village Oaks</i>	Lodging Tourist Court/Cottage Court
LC 006	1200 block E. Route 66	Lebanon	<u>Vacant/ Rentals</u> <i>Rock Court Motel</i>	Lodging Tourist Court/Cottage Court
LC 009	400 block Rt. 66 - E. Elm	Lebanon	<u>Apartments</u> <i>Camp Joy</i>	Lodging Tourist Court/Cottage Court
LC 018	13091 Birch Rd.	Phillipsburg	<u>Rentals - 2 frame cabins</u> <i>Midway Camp</i>	Lodging Tourist Court/Cottage Court
LC 121	31500 block Rt. 66	County	<u>Razed/Altered</u> <i>Camp Eden</i>	Lodging Tourist Court/Cottage Court
LC 135	17371 Hwy W	County	<u>Rentals/ Vacant</u> <i>Hi-Lite Cabins/ Phillips 66</i>	Lodging Tourist Court/Cottage Court
LC 138	14703 Hwy CC	Phillipsburg	<u>Vacant/ Storage</u> <i>Twin Oaks Court/ Texaco</i>	Lodging Tourist Court/Cottage Court

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
PROPERTIES SORTED BY PROPERTY TYPE**

Inventory Number	Address <i>City</i>	Current Name	Property Type
		Historic Name	Subtype
LC 140	13857 Hwy CC <i>County</i>	<b>Storage</b> <i>Top o' the Ozarks Cafe/</i>	Lodging Tourist Court/Cottage Court
PH 005a	600 block W. James Blvd. <i>St. James</i>	<b>Apartments</b> <i>Cozy Kottage Kamp (cabins)</i>	Lodging Tourist Court/Cottage Court
PH 006	712 W. James Blvd. <i>St. James</i>	<b>Apartments</b> <i>American Way Motor Court/</i>	Lodging Tourist Court/Cottage Court
PH 007	15201 North Outer Road (Old 66) <i>St. James</i>	<b>Residence/ Vacant Cabins</b> <i>Rock Haven Tourist Court</i>	Lodging Tourist Court/Cottage Court
PH 016b	North Outer Rd. (Sugar Tree) <i>Newburg</i>	<b>Vernelle's Motel</b> <i>Gasser's Tourist Court</i>	Lodging Tourist Court/Cottage Court
PH 017a	North Outer Rd. ( Sugar Tree) <i>Newburg</i>	<b>Vacant</b> <i>John's Modern Cabins</i>	Lodging Tourist Court/Cottage Court
PH 018	North Outer Rd. <i>Newburg</i>	<b>Vacant Cabins</b> <i>Totem Pole Tourist Camp</i>	Lodging Tourist Court/Cottage Court
PH 019	North Outer Rd. <i>Newburg</i>	<b>Beacon Hill Motel</b> <i>Beacon Hill Tourist Camp/</i>	Lodging Tourist Court/Cottage Court
PH 020a	Hwy. D <i>Jerome</i>	<b>Vacant</b> <i>Stonydell Cabins</i>	Lodging Tourist Court/Cottage Court
PH 020d	Hwy. D <i>Jerome</i>	<b>Stonydell Cabins</b> <i>Stonydell Cabins</i>	Lodging Tourist Court/Cottage Court
PU 006	21755 Teardrop Rd. <i>Hooker</i>	<b>Grandview Courts</b> <i>E.Z. Inn, Easy Inn</i>	Lodging Tourist Court/Cottage Court
PU 011	Pippin Rd. <i>Waynesville</i>	<b>RAZED</b> <i>Wood Frame cabin court</i>	Lodging Tourist Court/Cottage Court
PU 021	26300 Hwy. 17 <i>Buckhorn</i>	<b>Mary's Place</b> <i>Bell-Haven Tourist Court</i>	Lodging Tourist Court/Cottage Court
PU 024	27926 Hwy. AB <i>Dadtown</i>	<b>Medders Residence/Vacant</b> <i>Spring Valley Court/ Store</i>	Lodging Tourist Court/Cottage Court
PU 025a	305 Hwy. AB <i>Gascozark</i>	<b>Rental Cabins</b> <i>Caldwell's Court</i>	Lodging Tourist Court/Cottage Court
PU 130	Timber Rd. <i>Devils Elbow</i>	<b>Vacant</b> <i>McCoy's Market/ Station/</i>	Lodging Tourist Court/Cottage Court
PU 134	14501 Hwy. Z <i>St. Robert</i>	<b>Rentals</b> <i>Tower Court</i>	Lodging Tourist Court/Cottage Court
SL 010	7880 Watson Rd. <i>Marlborough</i>	<b>Chippewa Motel</b> <i>Chippewa Tourist Cottages</i>	Lodging Tourist Court/Cottage Court
SL 011	7898 Watson Rd. <i>Marlborough</i>	<b>Duplex Motel</b> <i>Duplex Tourist Cottages</i>	Lodging Tourist Court/Cottage Court

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
PROPERTIES SORTED BY PROPERTY TYPE**

<b>Inventory Number</b>	<b>Address</b> <i>City</i>	<b>Current Name</b> <i>Historic Name</i>	<b>Property Type</b> <i>Subtype</i>
SL 012a	8208 Watson Rd. <i>Marlborough</i>	<b>La Casa Grand Motel</b> <i>La Casa Grand Tourist</i>	Lodging Tourist Court/Cottage Court
SL 012b	8208 Watson Rd. <i>Marlborough</i>	<b>La Casa Grand Motel</b> <i>La Casa Grand Tourist</i>	Lodging Tourist Court/Cottage Court
SL 126	18593 Bus. Loop 44 <i>Pacific</i>	<b>Rt. 66 Landscaping</b> <i>Beacon Court</i>	Lodging Tourist Court/Cottage Court
WB 001	5730 Highway CC <i>Niangua</i>	<b>Abbylee Motel</b> <i>Abbylee Court</i>	Lodging Tourist Court/Cottage Court
WB 003b	3670 Highway CC <i>Niangua</i>	<b>Oak Vale Park, Odds &amp; Carpenter's Camp (cabins)</b>	Lodging Tourist Court/Cottage Court
WB 006a	7200 block Highway CC <i>Sampson</i>	<b>Indian Camp</b> <i>Timber Hill Camp</i>	Lodging Tourist Court/Cottage Court
WB 006b	7200 block Highway CC <i>Sampson</i>	<b>Indian Camp</b> <i>Timber Hill Camp (cabins)</i>	Lodging Tourist Court/Cottage Court
LC 008	500 block Rt. 66 - E. Elm <i>Lebanon</i>	<b>Porter Residence</b> <i>Lenz Homotel</i>	Lodging Tourist Home
LC 122	27190 Rt. 66 <i>County</i>	<b>Vacant</b> <i>Riley's Snack Bar (c.1935)</i>	Lodging Tourist Home
LC 131	333 Rt. 66 - E. Elm <i>Lebanon</i>	<b>Unverzagt Chiropractic</b> <i>Silent Nite Tourist Home</i>	Lodging Tourist Home
GR 011b	1909 West Kearney <i>Springfield</i>	<b>Residence</b> <i>Smith House</i>	Residence
LC 002	South Service Road <i>Lebanon</i>	<b>RAZED -Cafe sign only</b> <i>Satellite Cafe</i>	Restaurants
GR 152	1200 St. Louis Street <i>Springfield</i>	<b>Steak'n Shake</b> <i>Steak'n Shake</i>	Restaurants Drive-In Restaurant
GR 159	1601 West College Street <i>Springfield</i>	<b>Christian Thrift Shop #4</b> <i>Gooch Grocery;</i>	Restaurants Drive-In Restaurant
JP 011	572 Garrison <i>Carthage</i>	<b>Hill Insurance Agency</b> <i>Boots Drive-In</i>	Restaurants Drive-In Restaurant
CR 011	402 E. Washington <i>Cuba</i>	<b>Vacant</b> <i>Dairy Queen</i>	Restaurants Food Stand
SS 001	6726 Chippewa <i>St. Louis</i>	<b>Ted Drewes Frozen</b> <i>Ted Drewes Frozen Custard</i>	Restaurants Food Stand
CR 007	913 E. Washington <i>Cuba</i>	<b>Missouri Hickory BBQ</b> <i>Paul's Cafe/Cooke Service</i>	Restaurants Full Service Restaurant
FR 001	409 Osage St. <i>Pacific</i>	<b>DJ's Cafe</b> <i>Monroe's Route 66 Diner</i>	Restaurants Full Service Restaurant

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
PROPERTIES SORTED BY PROPERTY TYPE**

<b>Inventory Number</b>	<b>Address</b>	<b>City</b>	<b>Current Name</b> <b>Historic Name</b>	<b>Property Type</b> <b>Subtype</b>
FR 005	Hwy. AT	Villa Ridge	<b>Tri-County Truck Stop</b> <i>The Diamonds</i>	Restaurants Full Service Restaurant
FR 009a	1370 Highway AT	Villa Ridge	<b>Key's Twin Bridge Cafe</b> <i>Key's Twin Bridge Cafe</i>	Restaurants Full Service Restaurant
FR 011	1375 Hwy. AT	Villa Ridge	<b>Hobbleburger's Cafe and</b> <i>Hobbleburger's Cafe/Tavern</i>	Restaurants Full Service Restaurant
FR 019b	2353 North Outer Road	Anaconda	<b>Ozark Court (cafe)</b> <i>Ozark Court (cafe)</i>	Restaurants Full Service Restaurant
FR 020a	2653 North Service Road	Stanton	<b>Del-Crest</b> <i>Benson's Tourist City</i>	Restaurants Full Service Restaurant
GR 001	119 Hwy OO	Strafford	<b>Crawford Cafe</b> <i>Crawford Cafe</i>	Restaurants Full Service Restaurant
GR 154	1135 St. Louis Street	Springfield	<b>Vacant</b> <i>Gus Otto's Cafe</i>	Restaurants Full Service Restaurant
JP 003	S.R. 96	Avilla	<b>Midway Service and Cafe</b> <i>Midway Service and Cafe</i>	Restaurants Full Service Restaurant
JP 029	2409 W. 7th	Joplin	<b>RAZED</b> <i>Dixie Lee's Dine and</i>	Restaurants Full Service Restaurant
JP 030	Old 66 Hwy.	Central City	<b>Hayes' Filling Station</b> <i>Gillead's Barbecue</i>	Restaurants Full Service Restaurant
JP 033	Old 66 Hwy.	Central City	<b>State Line Bar and Grill</b> <i>State Line Restaurant</i>	Restaurants Full Service Restaurant
LA 007	Main St.	Halltown	<b>Main St. Commercial</b> <i>Main St. Commercial</i>	Restaurants Full Service Restaurant
LA 015c	19720 FR 2062	Spencer	<b>Spencer Cafe/Barbershop</b> <i>Spencer Cafe/ Barbershop</i>	Restaurants Full Service Restaurant
LC 005	Seminole Ave.	Lebanon	<b>RAZED</b> <i>Munger Moss Restaurant</i>	Restaurants Full Service Restaurant
LC 130	350 W. Elm	Lebanon	<b>Faye's Diner</b> <i>Dairy Queen</i>	Restaurants Full Service Restaurant
LC 141	214 N. Newport	Conway	<b>Vacant/Razed</b> <i>Duk-N Cafe and Station</i>	Restaurants Full Service Restaurant
PH 004	225 N. Jefferson	St. James	<b>Johnnie's Bar</b> <i>Jose Cafe/ Commercial Cafe</i>	Restaurants Full Service Restaurant
PH 008	U.S. 63	Roll	<b>Happy House Child Care</b> <i>Bell Cafe and Bus Station</i>	Restaurants Full Service Restaurant
PH 021	Hwy. D	Jerome	<b>Happy Hill Restaurant</b> <i>Happy Hill Cafe</i>	Restaurants Full Service Restaurant

<b>Debbie Sheals &amp; Becky L. Snider, Ph.D.</b>	<b>Missouri State Historic Preservation Office</b>	<b>Fall 2002</b>
<b>Consultants</b>	<b>Organization</b>	<b>Date</b>

## ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY PROPERTIES SORTED BY PROPERTY TYPE

Inventory Number	Address City	Current Name Historic Name	Property Type Notes
PH 023	South Outer Rd. <i>Clementine</i>	<b>Surplus City</b> <i>Bennett's Catfish Cafe</i>	Restaurants Full Service Restaurant
PU 003	21050 Teardrop Rd. <i>Devils Elbow</i>	<b>Elbow Inn</b> <i>Munger Moss Sandwich</i>	Restaurants Full Service Restaurant
PU 25b	30570 Hwy. AB <i>Gascozark</i>	<b>Gascozark Trading Post</b> <i>Caldwell's Cafe</i>	Restaurants Full Service Restaurant
PU 026	30500 Hwy. AB <i>Gascozark</i>	<b>Vacant</b> <i>Gascozark Store</i>	Restaurants Full Service Restaurant
SL 005	9033 Manchester <i>Brentwood</i>	<b>Carl's Drive In</b> <i>Carl's Drive-In</i>	Restaurants Full Service Restaurant
SL 016	North Service Rd. <i>Times Beach</i>	<b>Route 66 State Park Visitor</b> <i>Steiny's Inn, Bridgehead</i>	Restaurants Full Service Restaurant
SL 019	Bus. Loop 44 <i>Pacific</i>	<b>Red Cedar Inn</b> <i>Red Cedar Inn</i>	Restaurants Full Service Restaurant
SL 124	17352 Manchester Rd. <i>Pond</i>	<b>Big Chief Dakota Grill</b> <i>Big Chief Restaurant</i>	Restaurants Full Service Restaurant
LA 025	7764 SR 96 <i>Phelps</i>	<b>Highway 96 Cafe</b> <i>State Route 96 Building</i>	Restaurants Tavern
PU 132	21754 Teardrop <i>Devils Elbow</i>	<b>Judy's Place</b> <i>Falcon Club</i>	Restaurants Tavern
PU 137	216 E. Historic 66 <i>Waynesville</i>	<b>Victory</b> <i>Victory Tavern</i>	Restaurants Tavern
PU 138	212 E Historic 66 <i>Waynesville</i>	<b>Vacant</b> <i>Tinkle Bar</i>	Restaurants Tavern
LC 136	Hwy W <i>Phillipsburg</i>	<b>Stl-SF Railroad Underpass</b> <i>Stl-SF Railroad Underpass</i>	Roadway
SL 018	Shaw Nature Reserve <i>Allenton</i>	<b>Shaw Bus shelter -</b> <i>Henry Shaw Gardenway</i>	Roadway
CR 115	Hwy C, Little Bourbeuse Riv. <i>Leasburg</i>	<b>Concrete Slab Bridge</b> <i>Concrete Slab Bridge</i>	Roadway Bridge
GR 150	300 North National <i>Springfield</i>	<b>Stl-SF Railroad Overpass</b> <i>Stl-SF Railroad Overpass</i>	Roadway Bridge
GR 158	1200 West College Street <i>Springfield</i>	<b>MO Hwy Dept Bridge #K420</b> <i>MO Hwy Dept Bridge #K420</i>	Roadway Bridge
LC 120	I-44 Frontage Rd Gasconade <i>County</i>	<b>Gasconade River Bridge</b> <i>Gasconade River Bridge</i>	Roadway Bridge
LC 134	20620 Brush Creek, block Hwy W <i>County</i>	<b>Slab Bridge F772</b> <i>Slab Bridge F772</i>	Roadway Bridge

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
PROPERTIES SORTED BY PROPERTY TYPE**

<b>Inventory Number</b>	<b>Address</b>	<b>Current Name</b>	<b>Property Type</b>
	<i>City</i>	<i>Historic Name</i>	<i>Subtype</i>
<b>PU 128</b>	<u>Big Piney River, Hwy Z</u> <i>Devils Elbow</i>	<u><b>Big Piney River Bridge</b></u> <i>Big Piney River Bridge (L35)</i>	Roadway Bridge
<b>PU 129</b>	<u>Big Piney River</u> <i>Devils Elbow</i>	<u><b>Devil's Elbow Bridge</b></u> <i>Devil's Elbow Bridge</i>	Roadway Bridge
<b>PU 140</b>	<u>Roubidoux Creek</u> <i>Waynesville</i>	<u><b>Roubidoux Creek Bridge</b></u> <i>Roubidoux Creek Bridge</i>	Roadway Bridge
<b>SL 123</b>	<u>Mississippi River</u> <i>St. Louis</i>	<u><b>Chain of Rocks</b></u> <i>Chain of Rocks Bridge</i>	Roadway Bridge
<b>SL 125</b>	<u>Meramec River</u> <i>Times Beach</i>	<u><b>Meramec River Bridge</b></u> <i>Meramec River Bridge</i>	Roadway Bridge
<b>GR 145</b>	<u>2900 Kearney</u> <i>Springfield</i>	<u><b>Original Road Section</b></u> <i>Original Road Section</i>	Roadway Road Bed

# Appendix E

## Master List of Surveyed Properties

Sorted by Integrity and Current  
Condition

## Route 66 Phase II Survey – Integrity and Current Condition

<u>Survey #</u>	<u>City</u>	<u>Historic Name</u>	<u>Integrity</u>	<u>Condition</u>
CR001	Sullivan	Shamrock Motel	little changed	excellent
CR008	Cuba	Wagon Wheel Motel, Cafe and Gas Station	little changed	excellent
CR012	Cuba	Delano Station/Charley's Auto Service	little changed	excellent
FR001	Pacific	Monroe's Route 66 Diner	little changed	excellent
GR152	Springfield	Steak'n Shake	little changed	excellent
GR162	Springfield	Dutch's Tavern/Station/ Cabin	little changed	excellent
JP014	Brooklyn Heights	66 Drive-In Theater	little changed	excellent
JP022	Joplin	Royal Heights Apartments	little changed	excellent
LA012	Paris Springs	Paris Springs Junction Garage	little changed	excellent
LC007	Lebanon	Wrink's Food Market	little changed	excellent
LC012	Lebanon	State Hwy & Transportation Dept. Bldg.	little changed	excellent
LC120	Devil's Elbow vic	Gasconade River Bridge G245	little changed	excellent
PU016	Waynesville	Clark's Motel	little changed	excellent
SL129	St. Louis	Lin Air Motel	little changed	excellent
GR021	Springfield	Rock Fountain Court	little changed	good
GR034	BoisD'Arc vic.	Parkaway Camp and O'Dell Stanton	little changed	good
GR035	Barnes	Barnes Station and Hardware Store	little changed	good
GR145	Springfield	Original Road Section	little changed	good
GR150	Springfield	Stl-SF Railroad Overpass	little changed	good
GR153	Springfield	Tile Commercial Building	little changed	good
GR155	Springfield	Wishing Well Motel Cabin	little changed	good
GR156	Springfield	KICK Radio Station 1340 AM	little changed	good
GR158	Springfield	MO Hwy Dept Bridge #K420	little changed	good
JP002c	Avilla	Hardesty Cabin	little changed	good
JP021	Webb City	902 W. Broadway Garage/Block Gas Station	little changed	good
LA005	Halltown	218 Main St. Building	little changed	good
LA007	Halltown	Main St. Commercial Building	little changed	good
LA008	Halltown	Main St. Service Station	little changed	good
LA013	Paris Springs	Gay Parita Store	little changed	good
LA019	Albatross	State Route 96 Service Station	little changed	good
LC004	Lebanon	Munger Moss Motor Court	little changed	good
LC009	Lebanon	Camp Joy	little changed	good
LC134	Lebanon vic.	Slab Bridge F772	little changed	good
PH006	St. James	American Way Motor Court/ S&K Cottages	little changed	good
PH014	Doolittle	Doolittle Service Station	little changed	good
SL123	St. Louis	Chain of Rocks Bridge	little changed	good
SL125	Times Beach	Meramec River Bridge	little changed	good
WB001	Niangua	Abbylee Court	little changed	good
CR115	Leasburg	Concrete Slab Bridge 6668AC	little changed	fair
FR022	Stanton	North Service Road Cabin #1-#3	little changed	fair
JP028	Joplin	2311 W. 7th St. Building	little changed	fair
LA014	Paris Springs	Highway 266/Paris Springs Junction Garage #2	little changed	fair
LC123	Lebanon	Holiday Motel	little changed	fair
LC125	Lebanon	Del-Ra Motel	little changed	fair
LC126	Lebanon	Mobile Station	little changed	fair
LC128	Lebanon	Woods DX Service Station	little changed	fair
LC136	Phillipsburg	Stl-SF Railroad Underpass	little changed	fair
PU128	Devils Elbow	Big Piney River Bridge (L35)	little changed	fair
PU129	Devils Elbow	Devil's Elbow Bridge (206001.5)	little changed	fair
PU130	Devils Elbow	McCoy's Market/ Station/ Cabins	little changed	fair
PU131	Devils Elbow	Scenic Overlook/ Stone Wall	little changed	fair
PU140	Waynesville	Roubidoux Creek Bridge G455A	little changed	fair

## Route 66 Phase II Survey – Integrity and Current Condition

<u>Survey #</u>	<u>City</u>	<u>Historic Name</u>	<u>Integrity</u>	<u>Condition</u>
GR032	Elwood vicinity	Moore's Filling Station	little changed	poor
JP001	Avilla	Log City Camp	little changed	poor
JP004	Avilla	100F Hall	little changed	poor
JP005	Avilla	State Route 96 Commercial Building	little changed	poor
JP006	Avilla	Barbato's Garage	little changed	poor
JP007	Forest Mills	State Route 96 Filling Station	little changed	poor
LA002	Halltown	100F Lodge	little changed	poor
PH022	Clementine	Fisher's Filling Station	little changed	poor
PU026	Gascozark	Gascozark Store	little changed	poor
SL012a	Marlborough	La Casa Grand Tourist Camp (office)	little changed	poor
SL012b	Marlborough	La Casa Grand Tourist Camp (cabins)	little changed	poor
WB004	Niangua	Highway CC Filling Station	little changed	poor
GR020	Springfield	Mack's Cabins	high	excellent
FR006	Villa Ridge	Sunset Motel	high	excellent
FR021	Stanton	El Rancho Motel	high	excellent
GR008	Springfield	Rest Haven Court	high	excellent
LA011b	Halltown	White City Motel (residence/office)	high	excellent
LC008	Lebanon	Lenz Homotel/Azure Hills Realty	high	excellent
LC137	Phillipsburg	Tydol Station	high	excellent
PH009	Rolla	Hotel Edwin Long	high	excellent
SL001	Hazelwood	Auto Painting Company of America	high	excellent
SL008	Malborough	Rischbieters Automotive	high	excellent
SL019	Pacific	Red Cedar Inn	high	excellent
WB003a	Niangua	Carpenter's Camp (cafe/service station)	high	excellent
WB003b	Niangua	Carpenter's Camp (cabins) 1 and 2	high	excellent
FR002	Pacific	304 West Osage Street Garage	high	good
FR003	Gray Summit	Gardenway Motel	high	good
FR011	Villa Ridge	Hobbleburger's Cafe/Tavern	high	good
FR013	St. Clair	Johnson's Mo-Tel	high	good
FR016	St. Clair	Ritter Motor Company Building	high	good
FR018	St. Clair	Skylark Motel/Restaurant	high	good
FR019a	Anaconda	Ozark Court (curio shop)	high	good
FR024	Stanton	Delta Motel	high	good
GR002	Strafford	McDowell Garage and Station	high	good
GR004	Springfield	Victory Court/Red Rooster Motel	high	good
GR011a	Springfield	Ira Smith Station and Groceries/Adams Station	high	good
GR011b	Springfield	Smith House	high	good
GR014	Springfield	Glenstone Cottage Court	high	good
GR017	Springfield	Rainbow Gardens Court	high	good
GR019	Springfield	Woody Tourist Camp	high	good
GR027a	Springfield	Helfrecht House	high	good
GR028a	Springfield	Otto Young Gas Station	high	good
GR028b	Springfield	Otto Young Cabins	high	good
GR031	Elwood	Claude's Automotive	high	good
GR037	Plano	Hilton's Tydol Station/ Store	high	good
GR138	Springfield	Scotty Auto Service	high	good
GR139	Springfield	Peck's Service Station	high	good
GR143	Springfield	Lilley Gas Station/ Grocery Store	high	good
GR151	Springfield	Brock and Hawkins Filling Station	high	good
GR154	Springfield	Gus Otto's Cafe	high	good

## Route 66 Phase II Survey – Integrity and Current Condition

Survey #	City	Historic Name	Integrity	Condition
GR159	Springfield	Gooch Grocery; Sky Ranch Drive-In	high	good
GR160	Springfield	Koch and Sons Auto Repair	high	good
JP002a	Avilla	Hardesty Filling Station	high	good
JP008	Carthage	66 Drive-In/Sunset Drive-In Café	high	good
JP012	Carthage	Joy's Garage and Filling Station	high	good
JP025	Joplin	Broadway Poultry Company	high	good
JP027	Joplin	1902 West 7th Street Building	high	good
LA001	Halltown	130 Main St. Building	high	good
LA009	Halltown	1904 Main St. Building/Rock Warehouse	high	good
LA018	Heatonville	D.L. Morris Garage	high	good
LA024	Phelps	Henson Building	high	good
LA026	Rescue	Reed's Cabins #1 and 2	high	good
LA27b	Rescue	Shady Side Camp (cabins)	high	good
LC011	Lebanon	Carter and Lawson Mobilgas Station	high	good
LC017	Phillipsburg	Skelly Gas Station Standard Oil	high	good
LC139	Phillipsburg vic.	Roadside Park/ Monument	high	good
PU004	Devils Elbow	Miller's Market/Altman's Market	high	good
PU023	Laquey	Parson's / Laquey Market	high	good
PU138	Waynesville	Tinkle Bar	high	good
SL003a	Bridgeton	Stanley Cour-tel (motel units)	high	good
SL003b	Bridgeton	Stanley Cour-tel (office)	high	good
SL010	Marlborough	Chippewa Tourist Cottages	high	good
SL011	Marlborough	Duplex Tourist Cottages	high	good
SL124	Pond	Big Chief Restaurant	high	good
SL128	St. Louis	Phillips 66 station	high	good
SS006	St. Louis	Princeton Battery Service	high	good
SS107	St. Louis	Donut Drive In	high	good
WB002	Niangua	Rockhaven Service Station	high	good
FR008b	Villa Ridge	Stropman's Camp (cabins)	high	fair
GR001	Strafford	Crawford Café	high	fair
GR005	Springfield	Lurvey's Motel	high	fair
GR022	Springfield	Samuel M. Patton Filling Station	high	fair
GR144	Springfield	Hickory Crest Motel and Café, Holiday Motel	high	fair
JP015	Lakeside	Lakeside Inn	high	fair
JP017	Cartersville	400 Main Street Service Station and Garage	high	fair
JP023	Joplin	Shamrock Inn Filling Station	high	fair
LA004	Halltown	West's Grocery	high	fair
LA006	Halltown	Las Vegas Hoteland Restaurant	high	fair
LA021	Albatross	Albatross Store	high	fair
LC130	Lebanon	Dairy Queen	high	fair
LC133	Lebanon	Red Fox Motel/Groceries/ Package liquor	high	fair
PH018	Newburg	Totem Pole Tourist Camp and Café	high	fair
PU008	Hooker	Devils Elbow Motel	high	fair
PU012	Waynesville	Brumley's Super Market	high	fair
PU013	Waynesville	Bohannon Cafe and Garage	high	fair
PU025a	Gascozark	Caldwell's Court	high	fair
PU143	Buckhorn	Hough's Market & Conoco Station	high	fair
SL004	Ladue	Parker Service Station	high	fair
SL021	Pacific	Slab Rock Garage	high	fair
SS004	St. Louis	Dodson Service Station	high	fair

## Route 66 Phase II Survey – Integrity and Current Condition

Survey #	City	Historic Name	Integrity	Condition
FR020b	Stanton	Benson's Tourist City (cabins)	high	poor
GR036	Springfield vic.	Greystone Heights	high	poor
JP003	Avilla	Midway Service and Caf	high	poor
JP013	Carthage	Neatherry's Service Station	high	poor
LA011a	Halltown	White City Motel (cabins)	high	poor
LA020	Albatross	Hollis Hillhouse Service Station	high	poor
LC003	Lebanon	Village Oaks/4-Acre Court	high	poor
LC006	Lebanon	Rock Court Motel/Clark's Rock Court	high	poor
LC122	Lebanon vic.	Riley's Snack Bar	high	poor
PH017a	Newburg	John's Modern Cabins	high	poor
PH020a	Jerome	Stonydell Cabins	high	poor
PH020b	Jerome	Stonydell Bus Station/Granny's Vittles	high	poor
PH020d	Jerome	Stonydell Cabins/Arlington Schoolhouse	high	poor
PU024	Dadtown	Spring Valley Court/ Store /Station	high	poor
PU134	St. Robert	Tower Court	high	poor
WB006a	Sampson	Timber Hill Camp (residence/office)	high	poor
WB006b	Sampson	Timber Hill Camp (cabins)	high	poor
CR004	Bourbon	Hi Hill Cabins and Station	moderate	excellent
GR003a	Springfield	Bell's Motor Court Office	moderate	excellent
GR018	Springfield	Ruckman Tourist Camp	moderate	excellent
LC131	Lebanon	Silent Nite Tourist Home	moderate	excellent
LC132	Lebanon	Wallick Motor Sales & Garage	moderate	excellent
GR016	Springfield	Kentwood Arms Motor Hotel	moderate	excellent
SL006	Bailwin	Manchester Motor Co.	moderate	excellent
SL016	Times Beach	Steiny's Inn, Bridgehead Inn	moderate	excellent
SL018	Allenton	Henry Shaw Gardenway Bus Stop	moderate	excellent
WB008	Marshfield	Trask's Place/Skyline Café	moderate	excellent
WB009	Holman	Ranch Hotel	moderate	excellent
CR009	Cuba	Phillips 66 Gas Station/Bakery	moderate	good
CR010	Cuba	Palace Hotel/Hotel Cuba	moderate	good
CR116	Cuba	Red Horse Cabins	moderate	good
FR004	Villa Ridge	Highway AT Building/Wayside Farmers Market	moderate	good
FR005	Villa Ridge	The Diamonds	moderate	good
FR014	St. Clair	786 Commercial Ave. Building	moderate	good
GR003b	Springfield	Bell's Motor Court Cabin/Otto's Motor Court	moderate	good
GR009	Springfield	May Pop Tire and Wheel (garage)	moderate	good
GR010	Springfield	Trail's End Motel/Rancho Court Motel	moderate	good
GR012	Springfield	Traveler's Motel/Welcome Travelers Motel	moderate	good
GR013	Springfield	Truck Stop and Garage	moderate	good
GR025	Springfield	West 66 Liquors	moderate	good
GR026	Springfield	Heagerty Radiator Garage	moderate	good
GR027b	Springfield	Helfrecht Motor Court Office	moderate	good
GR030	Elwood	Andy's Modern Cottages	moderate	good
GR141	Springfield	Carner's D-X Station	moderate	good
GR148	Springfield	Flagship Motel	moderate	good
JP002b	Avilla	Nichols' Garage	moderate	good
JP033	Central City	State Line Restaurant	moderate	good
LA27a	Rescue	Shady Side Camp/(gas station/cafe)	moderate	good
LC010	Lebanon	Carter and Lawson Barnsdall Station	moderate	good
PH004	St. James	Rose Cafe/ Commercial Café	moderate	good
PH007	St. James	Rock Haven Tourist Court and Restaurant	moderate	good
PH010a	Rolla	Martin Spring Store	moderate	good

## Route 66 Phase II Survey – Integrity and Current Condition

Survey #	City	Historic Name	Integrity	Condition
PH013	Doolittle	Hudson Oil Company/Malone's Service Station	moderate	good
PU003	Devils Elbow	Munger Moss Sandwich Shop	moderate	good
PU005	Devils Elbow	Hiawatha Lodge/Cedar Lodge	moderate	good
PU009	St. Robert	George M. Reed Roadside Park	moderate	good
PU014	Waynesville	Roubidoux Gardens Cafe/ Station	moderate	good
PU25b	Gascozark	Caldwell's Café	moderate	good
PU132	Devils Elbow	Falcon Club	moderate	good
PU135	St. Robert	Ranch Motel	moderate	good
PU137	Waynesville	Victory Tavern	moderate	good
PU141	Waynesville	The Owl Café	moderate	good
SL005	Brentwood	Carl's Drive-In	moderate	good
SL009	Marlborough	Wayside Auto Court	moderate	good
SL022	Olivette	Ivy Motel	moderate	good
SS002	St. Louis	Ozark Trail Garage	moderate	good
SS003	St. Louis	Shelby Filling Station	moderate	good
CR003	Bourbon	Bourbon Lodge	moderate	fair
CR011	Cuba	Dairy Queen/Sky Hi Cuba Dairy Cream	moderate	fair
CR013	Cuba	Midway Building/Seleco Building	moderate	fair
FR017	St. Clair	St. Clair Motel	moderate	fair
FR019b	Anaconda	Ozark Court (cafe)	moderate	fair
FR020a	Stanton	Benson's Tourist City (restaurant/station)	moderate	fair
FR020c	Stanton	Benson's Tourist City (outbuildings)	moderate	fair
FR025	Stanton	Cavern City Hideout Motel/Rest.	moderate	fair
GR006	Springfield	Holiday Theatre (drive-in)	moderate	fair
GR146	Springfield	Maple Motor Court (1947)	moderate	fair
GR157	Springfield	Shell Station	moderate	fair
GR163	Springfield vic.	Hillbilly Heaven	moderate	fair
JP031	Central City	Gray and Archer Filling Station	moderate	fair
JP032	Central City	Harry's Super Station	moderate	fair
LA003	Halltown	Main St. Building	moderate	fair
LA015a	Spencer	Spencer Store/ Station/ Café	moderate	fair
LA015b	Spencer	Spencer Garage and Service Station	moderate	fair
LA015c	Spencer	Spencer Cafe/ Barbershop	moderate	fair
LA025	Phelps	State Route 96 Building/Roadhouse/ Tavern	moderate	fair
LC015	Phillipsburg	Carter's Gas Station and Cafe	moderate	fair
LC135	Lebanon vic.	Hi-Lite Cabins/ Phillips 66 Station	moderate	fair
LC138	Phillipsburg	Twin Oaks Court/ Texaco Station	moderate	fair
PH001	Rosati	Peter Marchi General Merchandise Store	moderate	fair
PH002	St. James	St. James Inn/ Pennant Tourist Court	moderate	fair
PH005a	St. James	Kozy Kottage Kamp (cabins)	moderate	fair
PH010b	Rolla	Martin Spring Store/ Springhouse	moderate	fair
PH012	Doolittle	Ramsey's Garage/ Centerville Garage	moderate	fair
PH016a	Newburg	Glasser's Tourist Court (novelty shop/ store)	moderate	fair
PH016b	Newburg	Glasser's Tourist Court (cabin)	moderate	fair
PH016c	Newburg	Glasser's Tourist Court (motel)	moderate	fair
PU006	Hooker	E.Z. Inn, Easy Inn/Clinton's Cabins	moderate	fair
PU021	Buckhorn	Bell-Haven Tourist Court	moderate	fair
SL002	Hazelwood	Airport Motors, Airport Garage	moderate	fair
SL007	Hollow	Manchester Road Garage	moderate	fair
SL020	Pacific	Jensen Point	moderate	fair
SS005	St. Louis	Robert Marty Filling Station	moderate	fair
WB005	Northview	Red Top Garage	moderate	fair

## Route 66 Phase II Survey – Integrity and Current Condition

<u>Survey #</u>	<u>City</u>	<u>Historic Name</u>	<u>Integrity</u>	<u>Condition</u>
JP024	Joplin	Dewey Hinds Filling Station/ Garage	moderate	poor
JP030	Central City	Gillead's Barbecue	moderate	poor
LA022	Albatross	State Route 96 Service Station/Miller's DX	moderate	poor
LA023	Phelps	Bill's Station	moderate	poor
LC013	Brush Creek	McClary's Motel and Restaurant	moderate	poor
LC127	Lebanon	Garage	moderate	poor
LC141	Conway	Duk-N Cafe and Station	moderate	poor
PH005b	St. James	Kozy Kottage Kamp (filling station)	moderate	poor
PH017b	Newburg	John's Modern Cabins (novelty store)	moderate	poor
PH019	Newburg	Beacon Hill Tourist Camp/ Restaurant	moderate	poor
PH020c	Jerome	Bear's Den, Bushwacker	moderate	poor
PH021	Jerome	Happy Hill Café	moderate	poor
PU002	Devils Elbow	Dale's Sporting Goods	moderate	poor
PU020	Buckhorn	Mattress Company/Garage	moderate	poor
PU022	Leavey	Hillcrest Groceries and Filling Station	moderate	poor
CR007	Cuba	Paul's Café	low	excellent
FR007	Villa Ridge	Highway AT Building/American Inn	low	excellent
GR015	Springfield	Rail Haven Motel/Sycamore Inn	low	excellent
GR149	Springfield	Baldrige Motor Court	low	excellent
JP 026	Joplin	Ozark Filling Station	low	excellent
LC124	Lebanon	Green Gables Court	low	excellent
LC129	Lebanon	Greyhound Post House	low	excellent
PU015	Waynesville	Bell Hotel	low	excellent
PU127	Devils Elbow	Sunset Rest Camp/ Station	low	excellent
SS001	St. Louis	Ted Drewes Frozen Custard	low	excellent
WB007	Niangua	Niangua Junction Service Station	low	excellent
CR014	Cuba	Southern Hotel	low	good
FR010	Villa Ridge	Pin Oak Motel	low	good
FR023	Stanton	Stanton Motel	low	good
GR033	Elwood vicinity	Rainey's Garage	low	good
GR140	Springfield	Oak Ridge Court	low	good
GR142	Springfield	Rock Cabin Camp	low	good
GR147	Springfield	Skyline Terrace Court	low	good
GR161	Springfield	Wishing Well Motor Inn	low	good
JP009a	Carthage	White's Court (gas station/cafe)	low	good
JP009b	Carthage	White's Court (cabins)	low	good
JP011	Carthage	Boots Drive-In	low	good
LA017a	Heatonville	Castle Rock Courts (filling station/restaurant)	low	good
LA017b	Heatonville	Castle Rock Courts (cabins)	low	good
LC018	Phillipsburg	Midway Camp	low	good
LC140	Phillipsburg	Top o' the Ozarks Cafe/ Cabins	low	good
PU001	Hooker	Sterling's Hillbilly Store	low	good
PU017	Buckhorn	S&G Motel	low	good
PU136	Waynesville	Rigsby's Service Station	low	good
PU142	Waynesville	Bell's Sinclair Filling Station	low	good
SL017	Eureka	Implement building	low	good
SL127	St. Louis	Phillips 66	low	good

## Route 66 Phase II Survey – Integrity and Current Condition

<u>Survey #</u>	<u>City</u>	<u>Historic Name</u>	<u>Integrity</u>	<u>Condition</u>
CR002	Bourbon	Roedemeir Garage/Café	low	fair
FR008a	Villa Ridge	Stropman's Camp (store/office)	low	fair
FR009a	Villa Ridge	Key's Twin Bridge Café	low	fair
FR009b	Villa Ridge	Key's Twin Bridge Gas Station	low	fair
JP010	Carthage	Boots Motel	low	fair
JP016	Carterville	328 East Main Street Service Station	low	fair
JP018	Carterville	Main Street Building	low	fair
LA010	Halltown	1911 Main St. Building	low	fair
LC119	Hazelgreen	Hancock's Motel/ Wayside Inn	low	fair
PH003	St. James	Atlasta Service Station	low	fair
PH008	Rolla	Bell Cafe and Bus Station	low	fair
PH015	Doolittle	T&T Cafe and Garage	low	fair
PH023	Clementine	Bennett's Catfish Café	low	fair
PU133	St. Robert	Mark Twain Motel /Restaurant	low	fair
CR006	Leasburg	Oak Grove Roadside Park	low	poor
LA016	Heatonville	Jim Collins' Garage	low	poor
PH011	Rolla	Hillside Tavern	low	poor
PU139	Waynesville	Waynesville Hotel	low	poor
PU144		Rigg's Station	low	poor
SL126	Pacific	Beacon Court/Beacon Motel	low	poor
CR005	Leasburg	Wood frame cottages	n/a	n/a
FR012	Union	North Outer Road Building/Oak Grove Tavern	n/a	n/a
FR015	St. Clair	605 Commercial Ave. Garage	n/a	n/a
FR026	Sullivan	630 West Springfield Garage/Standard Station	n/a	n/a
GR007	Springfield	Lurvey's Nightclub	n/a	n/a
GR023	Springfield	Red's Giant Hamburg	n/a	n/a
GR024	Springfield	B&J Tavern	n/a	n/a
GR029	Springfield	Brick gas/service station	n/a	n/a
JP019	Webb City	Daugherty Street Filling Station	n/a	n/a
JP020	Webb City	Webb Street Filling Station	n/a	n/a
JP029	Joplin	Dixie Lee's Dine and Dance Bar	n/a	n/a
LC001	Hazelgreen	Hidden Valley Gifts	n/a	n/a
LC002	Lebanon	Satellite Café	n/a	n/a
LC005	Lebanon	Munger Moss Restaurant	n/a	n/a
LC014	Brush Creek	Auto RV Diesel	n/a	n/a
LC016	Phillipsburg	Midway Motel and Café	n/a	n/a
LC121		Camp Eden/Eden Resort	n/a	n/a
PU007	Hooker	Grandview Market	n/a	n/a
PU010	St. Robert	Diamond Lounge	n/a	n/a
PU011	Waynesville	Wood Frame cabin court	n/a	n/a
PU018	Buckhorn	D&D Market/ Udderly Country Gift Shop	n/a	n/a
PU019	Buckhorn	Gas station/Smitty's Home Improvement	n/a	n/a
SL013	Crestwood	"66" Park in Theater	n/a	n/a
SL014	Fenton	Siesta Motel	n/a	n/a
SL015	Fenton	Roselawn Motel	n/a	n/a

# Appendix F

## Inventory of Properties Identified for Future Study

### "Skip Curtis List"

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## SKIP CURTIS LIST

County	Street Address	City	Current Name	Historic Name
Crawford	600 Block E. Washington	Cuba	Vacant	Barnsdall Station and Cafe
Crawford	410 block E. Washington	Cuba	East Office Bar-n-Grill	Cuba Drug/ DX Station
Crawford	704 W. Washington	Cuba	Jesus Christ Foundation	Eads Cafe
Crawford	N. Service Rd.	Sullivan	Meramec Radiator Repair	Hi-Lo Court
Crawford	1441 Old Hwy 66	Bourbon	Residence	High Hill Tourist Court
Crawford	1000 Block E. Washington	Cuba	Remains	Lazy Y Camp
Crawford	502 E. Washington	Cuba	Vacant	Shell Station
Crawford	5800 Block Hwy ZZ	Fanning	Fanning Community Center	Speedway Garage
Franklin	3025 Hwy 100	Gray	Residence	33 Mile Post
Franklin	624 N. Outer Rd.	County	Vacant	41 Mile Post
Franklin	S. Outer Rd., Winsel Creek	Sullivan	Bridge (F313)	Bridge (F313)
Franklin	110 E. Springfield	Sullivan	Chamber of Commerce	Campbell Chevrolet
Franklin	2925 Hwy 100	Gray	Vacant	Cozy Dine Cafe
Franklin	Missouri Pacific Railroad	Pacific	Deck Arch Bridge (J-872 1932)	Deck Arch Bridge (J-872 1932)
Franklin	991 N. Outer Rd.	County	Rentals	Four Seasons Court
Franklin	N. Outer Rd.	Sullivan	Sullivan Antique Mall	Grande Courts
Franklin	N. Outer Rd.	County	Residence	Halls Place
Franklin	300 W. Gravois	St. Clair	Jim's Country Catering	Harty's Dine-O-Tel

## ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY SKIP CURTIS LIST

County	Street Address	City	Current Name	Historic Name
Franklin	557 N. Commercial	St. Clair	Apartments	Hi Spot Inn
Franklin	100 E. Springfield	Sullivan	Met Life Insurance Co.	Juergen's Station
Franklin	1250 N. Commercial	St. Clair	Pierce Window and Door	LeClaire Station/ Store
Franklin	1120 Springfield Road	Sullivan	Residence	Martha Jane Farm Auto Court
Franklin	3310 Hwy 100	Villa Ridge	Apartments	Mingle Inn
Franklin	N. Outer Rd. & Lollar Branch	County	Residence	Motel Meramec
Franklin	3100 block W. Osage	Pacific	Apartments	Motel Normandy
Franklin	N. Outer Rd.	St. Clair	Agape House	Scully's Sunset Inn/ Station
Franklin	2426 S. Outer Rd.	Stanton	Antique Toy Museum	Stuckey's Restaurant
Franklin	N. Outer Rd.	Sullivan	Sunrise Motel	Sunrise Motel
Franklin	505 N. Commercial	St. Clair	Algonquin Nurses	The Chuck Wagon Cafe/ Station
Franklin	S. Outer Rd.	County	Vacant	Trade Winds Motel
Franklin	3230 W. Osage	Pacific	Vacant	Trail's End Motel
Franklin	720 W. Springfield	Sullivan	Westgate Music Co.	Westgate Manor
Greene	5985 Hwy OO	County		Gypsy Garden Camp (early 1930s)
Greene	1720 E. Kearney	Springfield		Rancho Motel (1955)
Greene	310 St. Louis	Springfield	Sterling House - Vacant	Sterling Hotel (1911)
Greene	313 College	Springfield	Springfield Business Journal	Connor Hotel (... '07)

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
SKIP CURTIS LIST**

<b>County</b>	<b>Street Address</b>	<b>City</b>	<b>Current Name</b>	<b>Historic Name</b>
Greene	1746 College	Springfield	Charles Station	Station and Tourist Camp (1928)
Greene	2136 College	Springfield		College Street Body Shop (1947)
Greene	2541 College	Springfield	Vacant	Vinson Deep Rock Station (...'47)
Jasper	Hwy 96	Carthage	Stl-SF Railroad	Box Culvert Bridge (K 422-1934)
Jasper	109 Garrison	Carthage	Dazy Apartments	Dazy Motel (1946)
Jasper	830 Oak St.	Carthage	Apartments	Murrell's Court (late 1940s)
Jasper	17060 Old 66 Blvd.	Carthage	Historic Rt. 66 Mini Mall	Goettel's Dairy Cream
Jasper	Old 66 Blvd., Center Creek	County	Slab Bridge (F 310-1922)	Slab Bridge (F 310-1922)
Jasper	605 N. Pine	Carterville	Storage	Filling Station
Jasper	2710 N. Range Line	Joplin	Sharon's Hair Salon	Fenix Motel (1951)
Jasper	1111 Broadway	Joplin	Vacant	Stone Garage
Jasper	7653 Old 66 Hwy	Central	Vacant	Shady Side Camp
Jasper	1217 W. Oak	Carthage	Route 66 Flea Market	Griffith Motor Co.
Jasper	Webb at Broadway	Webb City	Professional Plaza	Civic Drive In Cafe
Jasper	3950 E. 7th Street	Joplin	Rental Units	Star Tourist Camp
Jasper	2612 E. 7th Street	Joplin	Plaza Motel	Plaza Motel
Lawrence	Billies Creek	Halltown	Pony Truss Bridge (G 505-1923)	Pony Truss Bridge (G 505-1923)
Lawrence	20700 block Old 66, Turnback Crk	County	Pony Trust Bridge (1923)	Pony Trust Bridge (1923)

# ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY

## SKIP CURTIS LIST

<b>County</b>	<b>Street Address</b>	<b>City</b>	<b>Current Name</b>	<b>Historic Name</b>
Lawrence	FR 2062, Johnson Creek	Spencer	Thru-Truss Bridge (1926)	
Lawrence	Jct. Hwy M north	County	Hackworth Guns	Cowboy Inn
Lawrence	13716 Hwy 96	County	Vacant	Block/ Glass Station
Lawrence	12200 block Hwy 96 south	Albatross	Vacant	Roadhouse/ Cafe
Lawrence	9749 Hwy 96	E. Phelps	Vacant	Welcome Inn
Lawrence	959 Hwy 96	Plew	Vacant	Plew Store/ Station
Lawrence	18460 N. Outer Road (Hwy 96)	Spencer	Rentals	Red, White and Blue Tourist Court
Laclede	29981 Hidden Hills (N. Outer Rd.)	County	Residence/ Storage	Sunrise View Tourist Court (1926)
Laclede	26319 Rt. 66	County	Residence	Blue Moon Roadhouse
Laclede	23333 Rt. 66	County	Vacant	Skyline Cafe and Motel
Laclede	22399 Rt. 66	County	Vacant Cabin	Scotty's Tourist City
Laclede	1127 Rt. 66 - W. Elm		Rogers Auto Salvage	Filling Station/ Tavern
Phelps	320 James Blvd.	St. James	Jackson Automotive Service	Delano Oil Service Station (1938)
Phelps	220 W. James Blvd.	St. James	B & D Auto Sales	Jim Town Gulf Station
Phelps	15717 Old 66 (North Outer Rd.)	County	J & L Services	Yoakum Texaco Station
Phelps	13531 Old 66 (North Outer Rd.)	County	Country Aire Apartments	Dillon Court
Phelps	12701 Old 66 (North Outer Rd.)	Rolla	Route 66 Motors	Delano Thrifty Service Station (1940)
Phelps	12661 Old 66 (North Outer Rd.)	Rolla	Route 66 Nostalgia Gift Shop/Route 66 Motors	Thrifty Inn Restaurant (c.1951)

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
SKIP CURTIS LIST**

<b>County</b>	<b>Street Address</b>	<b>City</b>	<b>Current Name</b>	<b>Historic Name</b>
Phelps	1901 Bishop Ave.	Rolla	Fortune Inn	Malo's Italian Food
Phelps	1621 Martin Spring Dr.	Rolla	Zeno's Motel	Zeno's Studio Motel
Phelps	Hwy T, Beaver Creek	County	Slab Bridge (1922)	Slab Bridge (1922)
Phelps	15105 Hwy T	County	Residence	Aaron's Old Homestead (1934)
Phelps	15443 Hwy T	County	Vacant	Aaron's Radiator Service (1937)
Phelps	431 Eisenhower Rd.	Doolittle	Residence	Bennett's Garage
Phelps	South Outer Rd.	County	Vacant	Totem Pole Trading Post Laundry
Phelps	Martin Spring Dr.	Rolla	Western Inn	Rolla Rancho Motel
Phelps	Little Piney River	Jerome	Multi-Beam Bridge L-416	Multi-Beam Bridge L-416
Pulaski	20690 Trophy Ln	Hooker	Residence	Truck Inn
Pulaski	22204 Spruce Rd.	Buckhorn	Residence	S.G. Motel (#2) (1952)
Pulaski	22560 Spruce Rd.	Buckhorn	Vacant	Pioneer Home Camp
Pulaski	26100 block Hwy 17	Buckhorn	Vacant	Stewart Groceries (1942)
Pulaski	29350 Hwy AB	Dadtown	Razed, Vacant	Ozark Motel / Station / Garage (1951)
St. Louis	6221 N. Lindbergh		Airport Motel	Airport Motel
St. Louis	14424 Manchester	Mancheste		Weidner Tourist Hotel
St. Louis	Bus. Loop 44	Pacific	Apartments	The Al-Pac
St. Louis	8945 Manchester	Brentwood	Westin Realty	Buckingham's Restaurant

**ROUTE 66 IN MISSOURI HISTORIC RESOURCES SURVEY  
SKIP CURTIS LIST**

<b>County</b>	<b>Street Address</b>	<b>City</b>	<b>Current Name</b>	<b>Historic Name</b>
<b>St. Louis</b>	9243 Manchester	<b>Rock Hill</b>	<b>Trainwreck Saloon</b>	<b>9-Mile House</b>
<b>St. Louis</b>	12247 Manchester	<b>Des Peres</b>	<b>Village Bar</b>	<b>Diem's Tavern/ Store</b>
<b>St. Louis</b>	18130 Manchester Rd.	<b>Fox Creek</b>	<b>Commercial</b>	<b>Fox Creek Garage</b>
<b>St. Louis</b>	Chippewa St.	<b>St. Louis</b>	<b>MoPac Railroad Underpass (1940)</b>	<b>MoPac Railroad Underpass (1940)</b>
<b>St. Louis</b>	5805 Chippewa	<b>St. Louis</b>	<b>Medical Building</b>	<b>Bauer's Ranch House</b>
<b>St. Louis</b>	6600 Chippewa	<b>St. Louis</b>	<b>Garavelli's Restaurant</b>	<b>Shangri-La Restaurant</b>
<b>Webster</b>	9119 Hwy CC	<b>County</b>	<b>O'Brien's Cafe/ Station/ Cabins</b>	<b>O'Brien's Cafe/ Station/ Cabins</b>
<b>Webster</b>	3000 block Hwy CC	<b>County</b>	<b>Niangua River</b>	<b>Pony Truss Bridge (G719-1924)</b>

# Appendix G

## Glossary of Landscape Terminology

## Glossary

- **Cultural Landscape:** The interface of nature and culture; evidence of human activity within the context of landscape. An evolving entity, changing (fluid) rather than stationary (static), which may be from various periods in history. May include cities, towns or spaces linked along an axis (such as a road like Route 66) that incorporate clusters of buildings (and evidence of other human processes) within the wider setting.
- **Designed Historic Landscape:** A site or area that dates to an earlier period in history which has been designed by an architect, landscape architect or other professional based on plans that combine design aesthetics and function as dual concerns. Examples include parks, gardens, public spaces, civic designs, parkways, grounds designed for outdoor recreation such as country clubs and stadiums.
- **Kinesthetic Experience:** The experience and sensation of moving into and through the landscape.
- **Linear Landscape:** A combination of the roadbed, the land it covers, and the edges where they meet combined with the buildings, structures, objects along the road. A rural or cultural landscape organized along a road.
- **Rural Historic Landscape:** Primarily countryside including woods, rivers, fields, bluffs, etc., with a low incidence of human process, that dates to an earlier period in history.
- **Straightaway:** A straight segment of road that gives the traveler the sensation of freedom associated with speed; often bracketed by road segments of a different nature, for example sharp curves that enhance the experience.
- **View (or Viewshed):** The vista, scenery or panorama seen from a fixed point, or from along an axis such as road or path, as perceived by an observer.