

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

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

## 1. Name of Property

Historic name Shamrock Court  
Other names/site number Shamrock Motor Court, Shamrock Court Motel  
Name of related Multiple Property Listing Route 66 in Missouri

## 2. Location

Street & number 1246 South Service Rd

n/a	not for publication
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City or town Sullivan

n/a	vicinity
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State Missouri Code MO County Crawford Code 055 Zip code 63080

## 3. State/Federal Agency Certification

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

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

national  statewide  local

Applicable National Register Criteria:  A  B  C  D

B. K. De REPORT SHPO 2-9-22  
Signature of certifying official/Title Date

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

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

\_\_\_\_\_  
Signature of commenting official Date

\_\_\_\_\_  
Title State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register  determined eligible for the National Register

determined not eligible for the National Register  removed from the National Register

other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper Date of Action

Shamrock Court  
Name of Property

Crawford County, MO  
County and State

**5. Classification**

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

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

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

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

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

<u>Contributing</u>	<u>Noncontributing</u>	
3	0	buildings
1	0	sites
0	0	structures
0	0	objects
4	0	<b>Total</b>

**Number of contributing resources previously listed in the National Register**

n/a

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

DOMESTIC/hotel  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions.)

VACANT/ NOT IN USE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

Late 19th & Early 20th Century American  
Movements  
Other: Fieldstone Vernacular Architecture  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**  
(Enter categories from instructions.)

foundation: CONCRETE (blocks)  
walls: STONE  
\_\_\_\_\_  
roof: ASPHALT  
other: \_\_\_\_\_  
\_\_\_\_\_

**NARRATIVE DESCRIPTION ON CONTINUATION PAGES**

Shamrock Court  
Name of Property

Crawford County, MO  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES**

**Areas of Significance**

Transportation

Commerce

Architecture

\_\_\_\_\_

\_\_\_\_\_

**Period of Significance**

1948-1969

**Significant Dates**

1948

**Significant Person**

(Complete only if Criterion B is marked above.)

n/a

**Cultural Affiliation**

n/a

**Architect/Builder**

Berti, Marion (AKA "Grandpa Berti")

Dodds, Freeman & Irene

**9. Major Bibliographical References**

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

**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

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

Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

n/a

**10. Geographical Data**

Shamrock Court  
Name of Property

Crawford County, MO  
County and State

**Acreage of Property** 1.3

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

1 38.20207 -91.1772 3 \_\_\_\_\_  
Latitude: Longitude: Latitude: Longitude:

2 \_\_\_\_\_ 4 \_\_\_\_\_  
Latitude: Longitude: Latitude: Longitude:

**UTM References**

(Place additional UTM references on a continuation sheet.)

\_\_\_\_\_ NAD 1927 or \_\_\_\_\_ NAD 1983

1 \_\_\_\_\_  
Zone Easting Northing

3 \_\_\_\_\_  
Zone Easting Northing

2 \_\_\_\_\_  
Zone Easting Northing

4 \_\_\_\_\_  
Zone Easting Northing

**Verbal Boundary Description** (On continuation sheet)

**Boundary Justification** (On continuation sheet)

**11. Form Prepared By**

name/title Christina Clagett, Architect & Historic Consultant

organization Homegrown Studio date 10/03/2021

street & number 4129 Russell Blvd. telephone (314) 920-0739

city or town St. Louis state MO zip code 63110

e-mail christina@homegrownstudio-stl.com

**Additional Documentation**

Submit the following items with the completed form:

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

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

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

**Photographs**



**Shamrock Court**

Name of Property

**Crawford County, MO**

County and State

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

**Photo Log:**

Name of Property: **Shamrock Court**

City or Vicinity: **Sullivan**

County: **Crawford County** State: **MO**

Photographer: **Christina Clagett**

Date Photographed: **August 28, 2021**

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

- 1 of 19: Exterior looking southeast
- 2 of 19: Exterior looking south
- 3 of 19: Exterior looking south toward office
- 4 of 19: Exterior looking southeast toward guest room end elevation
- 5 of 19: Exterior looking south toward north elevation
- 6 of 19: Exterior looking northwest toward rear/east elevation
- 7 of 19: Exterior looking northwest toward carport, well, rear elevation
- 8 of 19: Exterior looking north toward carport
- 9 of 19: Exterior looking southeast toward south elevation
- 10 of 19: Exterior court looking south toward typical room entry
- 11 of 19: Exterior court looking south toward typical stone decoration
- 12 of 19: Exterior looking south toward typical backside stone decoration
- 13 of 19: Exterior court looking south toward office entrance
- 14 of 19: Interior guest dining room looking west toward fireplace and guest entrance
- 15 of 19: Interior check-in and office area looking north toward fireplace and guest entrance
- 16 of 19: Interior owner quarters kitchen looking south
- 17 of 19: Interior owner quarters bedroom looking west
- 18 of 19: Interior typical unit toward living area
- 19 of 19: Interior typical unit toward entry and bathroom

Shamrock Court

Name of Property

Crawford County, MO

County and State

## Figure Log:

Figure 1. Aerial view of site from Google Earth. Accessed September 2021.

Figure 2. Sullivan, Missouri aerial map with overlay of historic Route 66-centered commercial lodging providers. Old Route 66 is highlighted in blue. 1953 reroute converted 2-lane to 4-lane with center median and aligned with later path of I-44 in Sullivan. Google Earth. Accessed September 2021.

Figure 3. Site Map with NR Boundary indicated with white outline. Original source: Google Earth. Accessed 14 November 2021. Labels/diagrams added by Homegrown Studio.

Figure 4. Aerial photograph of the Shamrock Court on Route 66, 1950s. Courtesy of Rick Dinkela, 2021.

Figure 5. Diagram map depicting Missouri in relation to all Route 66 States. From left: California, Arizona, New Mexico, Texas, Oklahoma, Kansas, Missouri, and Illinois. As published in *Route 66 Lost and Found: Ruins and Relics Revisited*. Olson, Russell A. MBI Publishing. St. Paul, MN, 2004. Page 28.

Figure 6. Missouri State Highway Map, 1926. Note the title "U.S. 60," was updated to "U.S. 66" in the finalized numbering for the federal highway. Collection of Landmarks Association of St. Louis, Inc., Map Files.

Figure 7. 1948 Floor Plan. Drawn by Homegrown Studio.

Figure 8. 2021 Floor Plan. Drawn by Homegrown Studio.

Figure 9. Postcard of Shamrock Court, circa 1955. Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 67.

Figure 10. Postcard. Sullmo Motel and Cabins, Sullivan, MO, circa 1935. Demolished. Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 67.

Figure 11. Postcard of Sunrise Motel, Sullivan, MO, circa 1955. Demolished 2007. Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 66.

Figure 12. Postcard of Grande Courts, Sullivan, MO, circa. 1957. Currently operating as a Motel 6 and has been drastically remodeled over decades. Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 66.

Figure 13. Postcard of Snell's Cafe, Sullivan, MO., circa. 1957. Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 66.

Figure 14. Wagon Wheel Cabin Court, Cuba, Missouri. As published in *Route 66 Lost and Found: Ruins and Relics Revisited*. Olson, Russell A. MBI Publishing. St. Paul, MN, 2004. Page 33.

Figure 15. Postcard of Sunset Motel, Villa Ridge, MO circa. 1950. Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 58. Photograph of neon sign from Sunset Motel published in *Images of 66* by David Wickline. Westerville, Ohio. Roadhouse 66, LLC., 2006.

Figure 16. Weiland Family photo outside Shamrock Court (1960s or 1970s). Courtesy of Billy Weiland. Bottom: Signs found on property. Posted on Facebook.com in the group "Saving The Shamrock Court! - Sullivan MO" by Elizabeth Lauren Olwig. 27 June 2021. Access date: 9 October 2021.

Figure 17. Clergyman motel guest with 1958 Chevy at Shamrock Court. Courtesy of Rick Dinkela, 2021.

Figure 18. "Shamrock Village" Subdivision platted with roads as proposed, 1946. Provided by the City of Sullivan Engineering Department, September 2021.

Figure 19. Property map with National Register Property Boundaries outlined in orange. 1946 plat map of "Shamrock Village" as overlay. Provided by the City of Sullivan Engineering Department, September 2021. Aerial location map from Google Earth. Accessed September 2021. NR Boundary added by Homegrown Studio.

Figure 20. Photo Key Plan. Overlay of 2021 Floor Plan. Drawn by Homegrown Studio.

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Continuation Sheet

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Shamrock Court
Name of Property
Crawford County, MO
County and State
Route 66 in Missouri
Name of multiple listing

**Summary**

The Shamrock Court is a former motel located in northeastern Crawford County at 1246 S. Service Road (2021 address) in Sullivan, Missouri (Figure 1) on the west end of town (Figure 2). The site was originally adjacent to Route 66, but now the service road and current Interstate 44 exist in that location (Figure 19). The major element is the single-story narrow U-shaped<sup>1</sup> motel building constructed of local fieldstone in 1948 for Freeman and Irene Dodds by Marion "Grandpa" Berti. The single-story building with gabled roof originally housed 10 guest rooms and a centralized service component with offices, caretaker suite, and service spaces; the entire composition flanks a gravel parking area. The motel is a contributing building, and the parking area is a contributing site. The Shamrock Court is significant within the context "Automobile Tourism and Roadside Commerce, Route 66 in Missouri, 1926-1981" within the Multiple Property Documentation Form (MPDF), "Route 66 in Missouri." The property meets the registration requirements of the Lodging Property Type with Subtype Motor Courts and Motels, as well as the Roadside Vernacular Architecture Type with Subtype Fieldstone Buildings and Structures.<sup>2</sup> The site also includes a contributing pump house and well near the southwest-rear corner of the main building and a contributing carport at the far south end. The defining feature of the building are the fieldstone clad walls. There are a variety of decorative motifs in the stonework and a sizable portion of the stones are brightly colored in rusty and yellow hues (photo 10). Also of note, are the steeply pitched gables with matching fieldstone facing punctuating each unit entry. Another distinguishing feature is the singular fireplace denoting the office to arriving guests, while adding comfort to the dining room within. The balance of the property is covered in grass with some clusters of trees, especially at the property edges. From the exterior, the building looks much as it did during the period of significance. The interiors have lost a good deal of material, but the most important features delineating the historic layout, such as interior walls, remain in place. Original items that no longer remain are the entirety of plumbing and kitchen fixtures, finishes, interior wall sheathing in some cases, and flooring over the crawl space in the central core. There have been no additions or full-scale renovations of the building. The Shamrock Court maintains integrity and is still recognizable as a motel court from the period of significance from the interior and exterior.

**Setting**

Sullivan is approximately 70 miles southwest of St. Louis along historic Route 66/present day interstate 44 (Figure 6) and has been called "The Gateway to the Ozarks."<sup>3</sup> It is located between several attractions associated with Route 66; four miles west of Meramec State Park, ten miles southwest of Meramec Caverns, and about fifteen miles northeast of Onondaga Cave State Park. The Shamrock Court was constructed along Route 66 in 1948 in the southwest part of town; over the Crawford County line while most of the town is in Franklin County. The parcels containing the Shamrock Court and adjacent parcels and roads were laid out perpendicular to Route 66 in 1946, setting the building at an angle facing northwest (Figure 18). The adjacent properties are residential to the north along Florence St. and Industrial to the south and across Shamrock St. to the west (Figure 1). The location of Route 66 around the time of construction is no longer obvious with the interstate highway and outer road installed (Figure 19). After 1953, Route 66 consisted of two lanes in each direction separated by a grassy median. There was a cut through near the Shamrock so that cars had easy access after seeing the building and neon signs from Route 66 (Figure 4). With the installation of Interstate 44, the nearest exit to the Shamrock was nearly two miles away to the north, and it became accessible from the S. Service Rd., which is now referred to as US 66. Several feet of the original frontage was taken for the reworked roads as well (Figure 18). The remains of a gravel driveway indicate a path to Shamrock Street, which was once just a driveway connecting to the highway (connection to Route 66/South Service Rd).

<sup>1</sup> Keenoy, Ruth and Terri Foley. National Register of Historic Places Multiple Property Documentation Form: Route 66 in Missouri. 2008. F:39.

<sup>2</sup> Ibid. F:53-54.

<sup>3</sup> *A Century Passes but the Memory Lingers on: the Centennial History of Sullivan, Missouri*. Union, Mo., Authority of the Sullivan Centennial Committee, 1956. Page 8.

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Shamrock Court
Name of Property
Crawford County, MO
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Within the NR Boundary, the site has a lot of open space. On the highway side, ample room was provided for the Shamrock Court to be seen from both directions of Route 66. During the period of significance, there were no trees to obstruct the view from the road (Figures 4 and 9). Today, there are some large trees visible along the front (Photo 1). The original address was on Route 66 with a driveway leading to the parking area (Figure 4). With the alterations to the northern boundary of the property and re-alignment of roads, the driveway was extended into a small public road, Shamrock Rd., which is now outside of the NR boundary. The rear end of the site includes the pump house/well and a carport described in more detail later. The southern end has a lawn area shaded by several large trees.

**Motel Exterior description**

The Shamrock Court Motel has the layout of an open courtyard (Photo 1). It is a one-story building with a gabled roof (Photo 2) with a slope of approximately 9:12 along the front and a gentler slope on the rear south end. The fieldstone exterior is continuous for the full perimeter, with flourishes and details on all sides. The wings are identical in length and detailing, with two distinct bays visible on each. There are a few architectural details that break the symmetry at the guest entry such as the chimney and office entrance doors and windows. Each window is a historic wood window with aluminum storm sash and each has a decorative flat arch and decorative stones along the jambs. This is true along the door jambs as well (Photo 10). The application of the fieldstone cladding is installed on top of concrete masonry block walls. The site is relatively flat. Some minor degree of slope occurs along the rear elevation from northeast toward the southwest and is noticeable by the steps needed to reach grade on the west end compared to the east. Overall, windows, doors, and storms date from operation of the motel and a majority are in some disrepair.

Guests would first access the parking lot (Photo 3) upon arriving at the Shamrock Court, situated in between the symmetrical guestroom wings. The east wing elevation along the parking court includes the entrances to four guest rooms (Figure 8, Figure 17). The entrance to each unit originally had a solid door with an aluminum storm door. Each entrance has a small historic aluminum awning, but those are in bad condition. Each unit entry has a security door and an exterior screen door. The entries are each celebrated with a tiny decorative roof gable above; all are faced with fieldstone continuing in the same plane as the exterior walls below with a large circular stone centered in each. The units all include a single wood double-hung window with aluminum storm sash with a brick sill below, for a total of four windows on this elevation. The windows contain a single panel bottom sash with the upper sash divided into three panels. A sunburst motif is found on the wall between each unit (photo 11) The west wing elevation along the court is a mirror of the east elevation.

The entrance to the office and dining room is on what will be referred to as the front-center elevation, facing the highway beyond but located on the back edge of the parking court. Two breezeways cut through the building on either side of the core. From the main elevation, they are accessed via decorative stone archways (Photo 13). The storm doors at each breezeway may not be original but were added sometime early in the motel operation (Figure 9). A fieldstone chimney dominates the composition and has stone detailing along the edges. It is located off-center toward the east and rises many feet above the roof. Directly to the west is the entry door, approximately centered on the elevation and featuring a single gable above matching those on the wings. There is a side-by-side set of double hung windows along the main office facing the court, matching the window style of the wings. There is a single window to the east of the chimney.

It has not been determined who made the design decisions that resulted in the Shamrock Motel, or if it was a true collaboration between the original owner and builder. Whatever the case, the architectural stonework and detailing convey thoughtful planning and artistic intent. A recent field measure of the building discovered that each wing of the motel measures exactly 66 feet long along the parking court,

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Shamrock Court
Name of Property
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and the linear dimension of the rear exterior wall of the building is also 66 feet long. If not intentional, three separate 66'-0" long walls are an epic Route 66 coincidence (Figure 7).

The other (2) front facing elevations are the respective end caps of each wing facing the interstate (Photo 4). Each features a single centered double-hung window that is consistent with those already described. The wall profile is shaped by the termination of the gable roof, having a triangular peak above the ceiling level that also houses a rectangular exhaust louver for the attic spaces. The stonework on each of these elevations is continuous in style as already described, and features (2) decorative sunburst motifs on either side of the window.

The (3) remaining elevations wrap the backsides of the building. Those on the wings are identical on the outer facades. Each of the guest units have two rear windows; one matching the size and character of the double hung windows along the front, and one smaller double-hung window with a single panel sash on each the top and bottom located in the bathroom. The pattern of mirrored units and two sizes of windows creates a playful rhythm on each rear wing elevation (Photo 9). On the roof of each wing, 2 defunct exhaust chimneys from a previous mechanical system are visible in the photos. The stonework is just as beautiful as on the front (Photo 5) elevations and has a signature diamond (Photo 12) motif between each unit. The rear elevation of the building on the southeast end (Photo 6) consists of the owner apartment and service functions and is 66'-0" long. The west corner has a small deteriorated poured concrete landing and two steps to the grass below (Photo 7). The (2) doors are solid wood with 6-panels, it is not known if they are original. They lead to 2 small storage rooms that have evidence of plumbing pipes with patches in the concrete floor. The third door over with the stone arch top is the termination of the breezeway within and is mirrored on the opposite side of this elevation. Moving northeast, the next feature is a half-height French casement window at the interior kitchen. Each half of the window is divided equally into three panels vertically and two across. The owner bath and bedroom are evident by the next two double-hung windows moving east, matching those on the balance of the building. The breezeway exits on the east end only required one small step to reach grade. A single double-hung window is located in the mechanical room on the east end. Although a rear elevation, it is treated with (5) decorative sunburst details across the elevation (Photo 6). The core of the building was constructed over a crawl space, and therefore (2) vents are visible on this elevation with stone decoration around each. (Photo 6).

### Motel Interior description

The owner/office quarters section of the building was constructed over a crawl space while the units on each wing are constructed as slab on grade. Guests would have had access to breezeways in the original iteration, as there were two units that were accessed from them (one along each wing), and it is likely guests were also permitted to do laundry or store items in the rooms located off the breezeways. Upon entering the office door from the exterior court, guests would see the dining room (Figure 9, photo 14) with fieldstone fireplace (later the Weiland's living room) (Photo 15) to the left and a check-in desk and office to the right. A kitchen in the back was used to prepare guest meals (Photo 16) and a small caretaker suite (Photo 17) was located in the rear. It is not known if the original owners, the Dodds, lived on the property, but the Weiland family indeed lived at the motel and raised three children there starting in 1953. The family used the two breezeway units as additional bedrooms but did not remodel the original layout for use as their family home. The guest rooms are accessible from the parking court. Each unit consisted of an L-shaped living area and a small bathroom with a bathtub (Photos 17, 18). Each unit is approximately square shaped; about 16'x16". The units were turned into efficiency apartments around 1980, combining 8 into 4 by adding a single door to the unit demising walls (Figure 8). One bathroom was converted to a galley kitchen in each new unit, with the walls remaining in their original locations (besides a rectangular "window" opening cut out of each kitchen wall.) All partition walls as well as unit demising walls are in the original locations (Figure 8). The configurations described lasted until fairly recently, but a new owner has stepped in, and repair work has begun on the Shamrock Court. The current plan (Figure 8) is drawn to match layout at the time of this writing, but notes have been provided for more information

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on the evolution of the floorplan. Plumbing and kitchen fixtures have been removed from the premises as well as appliances, furniture, wall and floor coverings, etc., due to severe deterioration from the decades of use and one decade of vacancy and decay.

### Parking Court

The parking court is located in the space between the wings of guest room wings and the office core.<sup>4</sup> (Photo 3). Because of the strong association this business had with transportation, the entire layout is centered around car travelers. Guests would be able to drive right up to the office or their assigned unit (Figure 4). All entrances to units opened to the parking court (Figure 17). It is believed to have always been gravel. A concrete sidewalk of about 6' wide follows the perimeter of the court along the three courtsides of the motel building. The sidewalk currently requires replacement.

### Pump House & Well

The well and pump house is a contributing building on the site. It is a tiny rectangular building with a hip roof along the south end of the west elevation. It is constructed of concrete block with a single door (half size) and still maintains attachment clips embedded in the mortar for fieldstone that was never applied (Photo 7). A sizable pile of fieldstone remains on the site, possibly intended for the well. The building dates from the construction of the motel and remains in good condition. Items of note including neon from old signage were discovered in this building by the new owner.

### Carport

The carport also dates from construction of the motel, so it is a contributing building. However, contrary to other buildings on the site it has not been maintained to the same standard. It is located at the far south end of the site. It is a single-story building with (2) garage door openings and a hip roof. There are two square window openings on the rear, covered with plywood. The carport is constructed of concrete block but does not have any visible attachment clips. No decorative stone, or exterior cladding of any kind was ever attached to the block walls. There is severe deterioration to the roof and walls, causing the carport to lean visibly (Photo 8). It does not appear to have been offered as a guest amenity; the walk-out parking court up front was a major selling point to guests. The carport was intended for service/staff functionality.

<sup>4</sup> Note: Weeds and grass that had covered the gravel parking area were in the process of being removed during photography, therefore the condition is not accurate in all photos. The gravel is now exposed in the parking area as it was historically. All photos were taken on the same day.

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**“Route 66 In Missouri” MDPF Registration Requirements:**

Table 1. MDPF “Route 66 In Missouri” Registration Requirements of the Lodging Property Type 5 with Subtype Motor Courts and Motels as Applied to the Shamrock Court<sup>5</sup>

- The Property was constructed between 1926-1981
  - The Shamrock Court opened in 1948
- The property is associated with historic Route 66
  - The Shamrock Court is located on historic Route 66 from the time of construction and was also on the “new” alignment (Figure 2)
- The property must also comprise sufficient characteristics of historic integrity
  - The Shamrock Court maintains the location, design, significant materials, workmanship, feeling, association, and setting. It is visible from I-44 as it once was from Route 66, although access has been altered.
- It is essential the design and layout of the motel courts or motel units be apparent
  - The Shamrock maintains the original exterior layout. There have been no collapses or additions.
  - The interior has lost much of the historic fabric, but the original unit demising walls remain as well as the interior rooms throughout the building. The original configuration of interior spaces are still evident.

Table 2. MDPF “Route 66 In Missouri” Registration Requirements of the Roadside Vernacular Architecture Type 9 with Subtype Fieldstone Buildings and Structures as Applied to the Shamrock Court<sup>6</sup>

- The Property was constructed between 1926-1981.
  - The Shamrock Court opened in 1948.
- The property is associated with historic Route 66.
  - The Shamrock Court is located on historic Route 66 from the time of construction and was also on the “new” alignment (Figure 2)
- The property must retain the physical features that classify it as a cabin, motor court, motel or hotel.
  - The Shamrock Court maintains the motor court “u-shaped” configuration and gravel lot.
  - The Shamrock Court maintains all original unit entrances along the court. Some were fixed in place during later operations but maintain the original appearance.
- The property must also comprise sufficient characteristics of historic integrity
  - The Shamrock Court maintains the location, design, significant materials, workmanship, feeling, association, and setting.
- The physical characteristics include building, original materials, and architectural elements.
  - The Shamrock maintains the significant original stonework. Details such as sunburst and diamonds can all still be found. The original exterior walls are in good condition overall.
  - The Shamrock maintains other architectural details such as the roof shape and the decorative gables over each entrance.

<sup>5</sup> Keenoy, Ruth and Terri Foley. National Register of Historic Places Multiple Property Documentation Form: Route 66 in Missouri. 2008. F:37-41.

<sup>6</sup> Ibid. F:53-54. .

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**Integrity**

The building was in the Weiland family for over 60 years and has been vacant for about a decade. The roof has damage and leaking issues and will have to be replaced; trusses visible in the attic spaces appear to be in good condition. The flooring in the south section (owner quarters over crawl space) had deteriorated to a dangerous extent and has recently been removed for safety. Due to mold from roof leaks and overall wear and tear, the interior of the guest rooms have all been stripped of their plumbing fixtures, textiles and finishes, furniture, and in a few cases the outer layer of drywall/plaster. There is damage to wall finishes in the owner quarters as well. The pump house is in adequate condition, but the carport is not only in poor condition, but was never completed with exterior cladding to begin with.

The Shamrock Court maintains its position along the historic Route 66 roadway and is visible from Interstate 44 by present-day travelers. The building maintains its original form, key materials, and association with transportation, commerce, and architecture along Route 66 in Missouri. The original stonework, rooflines and gables, windows, and screen doors remain intact and visible from the exterior. The stonework is in great condition, including the fireplace/chimney (photo 13). With the interiors gutted, the only remnant of the conversion to efficiency apartments in the guest rooms is a door that was added to the demising walls to combine the units (Figure 8).



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**Statement of Significance**

**Summary**

The Shamrock Court located at (present day) 1246 S. Service Road in Sullivan, Crawford County Missouri, opened for business in 1948 on Route 66. The timing aligned with the beginnings of the post-WWII explosion in leisure travel along Route 66 in the United States. The Shamrock was not the first or only motel court in town on the “mother road,” but is the only one remaining that continues to interpret American travel culture in the heyday of Route 66 in Missouri. The property meets National Register Criteria A and C for significance in Commerce, Transportation, and Architecture. The Shamrock Court is significant within the context “Automobile Tourism and Roadside Commerce, Route 66 in Missouri, 1926-1981” within the Multiple Property Documentation Form (MPDF), “Route 66 in Missouri.”

The Shamrock Court is significant at a local level for its association with the patterns of American life from 1948-1969. The motel is significant under Criterion A Commerce as a representative business that was constructed at a specific location and time to benefit financially from servicing travelers on Route 66. Activity on Route 66 exploded in the postwar years and initiated the need for new roadside services. The Shamrock Court is also significant under Criterion A Transportation as a business purpose-built to cater to Route 66 travelers. During the period of significance, the location on Route 66 was used as a selling point in advertising and marketing. The Shamrock beckoned travelers to pull off from the road with neon signage and an exterior constructed in local fieldstone with decorative flourishes. The native fieldstone exterior cladding is crafted in the vernacular style of the period, making the Shamrock Court significant under Criterion C Architecture under the subtype: Fieldstone Buildings and Structures.<sup>7</sup> The character of the motel remains intact, and the building plan has not been extensively altered since its period of significance. Despite the architectural elements that have been removed as described in the previous section, the building and site maintain integrity of location, design, setting, materials and association as a motor court/motel under Property Type 5: Lodging, and Property as well as Type 9: Roadside Vernacular Architecture per the MPDF.<sup>8</sup> The period of significance, 1948-1969 extends from the opening year of the Shamrock Court on Route 66 until 1969, when work began in Sullivan on Interstate 44 with two interchange lanes.<sup>9</sup> The Shamrock is at the far southwest end of town, and the nearest exit from I-44 would be located over a mile away, leaving the Shamrock difficult to find for the casual traveler. The Shamrock Court would continue to operate as a motel, close to the original configuration, until conversion to efficiency apartments around 1980.<sup>10</sup>

**Historical Overview: Route 66 in Sullivan**

**Sullivan**

The town of Sullivan, MO is a rural community in east-central Missouri. The population was about 6900 on the most recent census.<sup>11</sup> The majority of the town is located in Franklin County, but the site of the Shamrock Court is over the line in northern Crawford County. The community that would become Sullivan formed around a local economy of mining, mills, farming, and lumbering. The area was formally ceded by

<sup>7</sup> Keenoy, Ruth and Terri Foley. National Register of Historic Places Multiple Property Documentation Form: Route 66 in Missouri. 2008. F:54.

<sup>8</sup> Ibid., F:37-41.

<sup>9</sup> “History” City of Sullivan website. Accessed 12 October 2021.

[http://www.sullivan.mo.us/departments/city\\_clerk/history/index.php](http://www.sullivan.mo.us/departments/city_clerk/history/index.php)

<sup>10</sup> The Weiland family owned and operated the Shamrock beginning in 1953. Although they took over use of the (2) breezeway units as family bedrooms, they continued to operate the 8 guest wing units as originally designed for another quarter-century as a family business.

<sup>11</sup> United States Census Bureau. “Sullivan, Missouri: Populations and People”

<https://data.census.gov/cedsci/all?q=Sullivan%20city,%20Missouri%20Populations%20and%20People>. Accessed 5 October, 2021.

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the Osage tribe in 1808, but there was some overlap between Indigenous tribes such as the Delaware and Shawnee with the settlers into the 1820s.<sup>12</sup> The town was first-established as Mt. Helicon in 1856. Resident Stephen Sullivan was a railroad contractor who made a fortune in tobacco and fur hides, and later mining lead and copper. In 1860 he and his wife Dorcas were worth \$58,000 and owned eleven slaves. He leveraged his property to make sure the new Southwestern Branch of the St. Louis and San Francisco Railroad (later called "Frisco") would come through town. He donated the land for the railroad and right of way as well as constructing the original railway station, named for him.<sup>13</sup> Soon after, he laid out the village of 50 lots nearby and the town itself was renamed "Sullivan." The impact of the railroad was a critical element to the building up of the town, foreshadowing the impact the highways would have on the culture and economy later on.<sup>14</sup> The town initially developed southeast of the railroad. In the years leading up to construction of the Shamrock Court on Route 66, the population of Sullivan reached about 2500.<sup>15</sup>

### Route 66 and Transportation

Transportation needs drove the next wave of change and growth in Sullivan. The roads of Missouri evolved from Indigenous trails that had been established and worn into the landscape, later utilized and further developed by explorers, settlers, and traders "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>16</sup> The development of and improvement of roads was a long process. Missouri's Highway System began to develop in the early nineteenth century.<sup>17</sup> "The Wire Road" extended diagonally from St. Louis through Springfield, MO, to Fort Smith, Arkansas, following the path of the old Osage Trail (also called Fremont Trail). It passed through Sullivan and was nicknamed for telegraph wire along the road for hundreds of miles starting during the Civil War.<sup>18</sup> With the passage of Missouri's Centennial Road Law in 1921, the Wire Road became State Highway 14 (called Springfield Road in Sullivan). Highway 14 would only last a short time, as the U.S. Highway (Route) 66 was designated as a federal highway in 1926 (Figure 6).<sup>19</sup>

Missouri is part of a network of states connected by Route 66. The highway begins in Chicago and winds diagonally across the country to Los Angeles, passing through Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California (Figure 5.) From 1926 until 1969, Route 66 was an official U.S. Highway in Sullivan. The alignment of Route 66 originally followed Springfield road through Sullivan, what is referred to locally as "original Route 66." In 1953, the alignment of Route 66 was rerouted to bypass the town, paralleling Springfield road along the north (Figure 2). The layout was completely

<sup>12</sup> Breuer, James Ira. *Crawford County and Cuba, Missouri, with a supplement: Oak Grove School*. Cape Girardeau, Mo, Ramfre Press, 1972.

<sup>13</sup> Writers' Program of the Work Projects Administration in the State of Missouri : the WPA guide to the "Show Me" state, 1941; with a new foreword by Robert R. Archibald ; and a new introduction by Walter A. Schroeder and Howard W. Marshall. Missouri Historical Society Press. St. Louis, MO, 1998. Pages 408-9.

<sup>14</sup> *A Century Passes but the Memory Lingers on: the Centennial History of Sullivan, Missouri*. Union, Mo., Authority of the Sullivan Centennial Committee, 1956. Page 16.

<sup>15</sup> Rittenhouse, J. D. (Jack DeVere). (1946). *A guide book to Highway 66. Los Angeles*. Self-published. Los Angeles, 1946. *A facsimile of the 1946 first edition*. University of New Mexico Press, 1989. Page 23.

<sup>16</sup> Writers' Program of the Work Projects Administration in the State of Missouri : the WPA guide to the "Show Me" state, 1941; with a new foreword by Robert R. Archibald ; and a new introduction by Walter A. Schroeder and Howard W. Marshall. Missouri Historical Society Press. St. Louis, MO, 1998. Page 98.

<sup>17</sup> Keenoy, Ruth and Terri Foley. *National Register of Historic Places Multiple Property Documentation Form: Route 66 in Missouri*. 2008. Section E:1-2.

<sup>18</sup> *A Century Passes but the Memory Lingers on: the Centennial History of Sullivan, Missouri*. Union, Mo., Authority of the Sullivan Centennial Committee, 1956. Pages 47-49.

<sup>19</sup> Keenoy, Ruth and Terri Foley. *National Register of Historic Places Multiple Property Documentation Form: Route 66 in Missouri*. 2008. E:6-8.

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reimagined in Sullivan as a four-lane route with grassy median.<sup>20</sup> The development of U.S. Highway 66 was driven by the same issues that spurred road development locally: a necessity for safe and expedient passage of people and goods across the country. The vision for the road was revised after WWII; when decision makers had to confront the issues and dangers of the heavy traffic on the two-lane and often winding Route 66. With the postwar explosion of tourist traffic entering the mix, the “New” wider and regularized alignment of Route 66 opened along the northern outskirts of Sullivan in 1953.

### Transportation and the Shamrock Court

The Shamrock Court is eligible under Criterion A in the area of transportation and commerce as an example of property Type 5: Lodging, with the subtype Motor Courts and Motels per Section F. As described in the MPDF, the evolution of motels and motor courts was a direct result of highway development.<sup>21</sup> Those traveling long distances across Missouri needed places to stop for rest, fuel, and food. The Shamrock Court was built to address this need and profit from it. It fits the parameters described in the MPDF as a single building “narrow U-shaped” motor court facing the road with the office centralized and each guest room opening to the parking area. It was oriented and designed in response to the adjacent highway. The Shamrock Court is associated with Route 66 in Missouri between 1926 and 1981, the period designated in MPDF and it retains integrity of location, design, setting, materials and association as a tourist motor court.<sup>22</sup>

### Route 66 and Commerce

The years immediately following World War II are noted as a particularly prosperous time in the United States.<sup>23</sup> Those years were a boon for capitalism, with average and middle-class people having significant disposable income, many for the first time. In addition to consumer products, many Americans purchased their first automobile. From 1950-1980, the nation’s population expanded by 50% and new automobile purchases increased by 200%.<sup>24</sup> The influx of wealth was especially visible along Route 66, with the proliferation of new restaurants, motels and auto courts, drive-in theaters, entertainment venues, and shopping centers to cater to travelers and their new rides.<sup>25</sup> This is referred to as the “Golden Years of Route 66;”<sup>26</sup> a time in which the road itself entered the cultural zeitgeist of the United States, through media of every type imaginable, as the preeminent artery of cross-country leisure travel. The Shamrock Court is significant for Criterion A Commerce as an exemplary business that was constructed at a specific location and time to support and profit from transportation and commerce on Route 66, which exploded in the postwar years, initiating the need for new roadside services.

### Comparable Businesses

The Shamrock is of a property type that serviced travelers on Route 66. It confirms the transportation and commerce that occurred on Route 66<sup>27</sup> in Sullivan, where no other examples of this business type and association remain. The Shamrock Court did have contemporaries during its period of significance, as Sullivan was a bustling town with attractions, cafes, and services. Several Route 66 associated tourist accommodations existed in Sullivan (Figure 2). The Sullmo Hotel and Cabins was a famous destination on the “Old Route 66”/Springfield Rd. (Figure 10). It was located in the main business district along the

<sup>20</sup> Sonderman, Joe. *Route 66 Missouri*. Schiffer Publishing. Otglen, PA, 2010.

<sup>21</sup> Keenoy, Ruth and Terri Foley. *National Register of Historic Places Multiple Property Documentation Form: Route 66 in Missouri*. 2008. F:37.

<sup>22</sup> *Ibid.* F:40.

<sup>23</sup> *Ibid.* E:17.

<sup>24</sup> *Ibid.* E:18.

<sup>25</sup> *Ibid.*

<sup>26</sup> Keenoy, Ruth and Terri Foley. *National Register of Historic Places Multiple Property Documentation Form: Route 66 in Missouri*. 2008. E:17.

<sup>27</sup> *Ibid.* F:23.

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(north) western edge of town.<sup>28</sup> A residential home with a fieldstone porch was converted to a hotel in 1930, to capitalize on the original designation of Route 66 (1926) and cabins were added in 1935.<sup>29</sup> The Sullmo was in an ideal location for a time, but was cut out in the 1953 reroute. There is no indication of the Sullmo buildings today; a church and school are currently located on the site. Another example is the Sunrise Motel (Figure 11), which was located around the intersection of the “old” and “new” routes and was open by 1951 (at the latest). It was advertised as a “modern motel” and featured a streamlined look with white stucco on the exterior, painted pink in later years.<sup>30</sup> Another prominent example is the Grande Courts (Figure 12). The key construction date is an expansive remodel in 1958. They were advertised as “All strictly modern cottages with free garages.” The Grande Courts appear to be the most elaborate lodging option that existed at the time in Sullivan, with a 24-hour service station and dramatic decor; the buildings were faced in a rough white stucco tending toward an American-Southwest motif. Snell’s cafe was located next door and clearly took decorating cues from their neighbor (Figure 13). Snell’s building has been demolished, but the Grande Courts technically still exist; albeit unrecognizable, as a much-altered economy motel that changes hands every so often. Currently it is in operation as a Motel 6 with the address 209 N Service Rd W, Sullivan, MO 63080 (Figure 12). Finally, about thirty miles to the northeast at present-day address 427 Highway AT, Villa Ridge, MO 63089, stands the Sunset Motel. It was constructed by the Lovelace family in 1946 (Figure 15) on what was then Route 66. The appearance of the motel shares striking similarities with the Shamrock Court. An encouraging similarity is that the neon signs have been restored (in process for the Shamrock) and the building remains in good condition. In Sullivan, however, the Shamrock is the only remaining indicative example of a Route 66 lodging accommodation.

**The Shamrock Court**

The Shamrock Court is located just southwest of where the “Old” Highway 66 and the revised 1953 alignments overlapped at the end of town, ensuring traffic over the duration of both alignments (Figures 2-4). The Shamrock Court was in an ideal position for business on the new alignment, where travelers in both directions could make a simple turn and arrive directly from Route 66 (Figure 4). The Shamrock Court was built for Freeman and Irene Dodds (aka Dodd) by local mason Marion “Grandpa” Berti in 1948 and was operated by the Dodds for only the first few years. Information on the design process has not been found, so credit for the design and architecture is divided in this document between the original owners and the builder. Freeman Dodds was born in 1885 in Illinois, and had been working as an electrical contractor in St. Louis County before moving to Sullivan to open the motel. The Shamrock appears to have been named for “The Shamrock Village Subdivision” on which the property sits (Figure 18). The motel used shamrock iconography on their neon road sign (Figure 16) and in marketing material as well. The Dodds sold the Shamrock Court to the Weiland family of Chicago in 1953. John and Rose Weiland moved to Sullivan and raised three sons at the motel; which they operated as a family business.<sup>31</sup> Outside staff including maids were part of the operation from the opening in 1948, but that became cost-prohibitive early on in the operation. The Weilands ran it on their own and had jobs outside the Shamrock Court as well.<sup>32</sup> Soon after the promising realignment of Route 66 in 1953, the writing on the wall began to appear regarding the future of Route 66. Congress passed the “Federal Highway Aid Act in 1956” which would result in the creation of the Interstate Highway system across the United States. The replacement of Highway 66 across Missouri was done in a piecemeal fashion, and by 1974 Interstate 44 had completely replaced Route 66 in the state. The final section was decommissioned in the US in

<sup>28</sup> Rittenhouse, J. D. (Jack DeVere). (1946). *A guide book to Highway 66*. Los Angeles. Self-published. Los Angeles, 1946. *A facsimile of the 1946 first edition*. University of New Mexico Press, 1989. Page 23.

<sup>29</sup> Sonderman, Joe. *Route 66 Missouri*. Schiffer Publishing. Otglen, PA, 2010. Page 67.

<sup>30</sup> Ibid. Page 66.

<sup>31</sup> Sonderman, Joe. “The Shamrock Needs a Little Luck,” *Show Me Route 66 Magazine*. Volume 30, No. 1, 2020: 28-32.

<sup>32</sup> Tribute Archive. Obituary of John Joseph (Sr.) Weiland. August 2008. Web. Accessed 9 October 2021. <https://www.tributearchive.com/obituaries/1655393/John-Joseph-Sr-Weiland>.

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1981. It was 1969 when work began on the interchange lanes in Sullivan.<sup>33</sup> From that point forward, travelers would have a harder time finding and reaching the motel. The nearest exit is nearly a mile to the northeast. Around 1980, the Weilands converted the 8 guest units into 4 efficiency apartments by adding a door to the demising wall and switching the interior of every other bath for a galley kitchen within the same footprint.<sup>34</sup> The actions of the Weilands made continued operation of The Shamrock Court possible without any major additions or alterations. As a result of the long-term operation of the Shamrock Court, there was never a long enough period of neglect to let the building deteriorate significantly, and the bones remain in good condition. The Shamrock Court was owned by members of the Weiland family until 2021, although it has been vacant for about a decade.

### Route 66 and Roadside Vernacular Architecture

Roadside vernacular architecture along Route 66 across Missouri included buildings of fieldstone, giraffe stone and Ozark Rock styles.<sup>35</sup> Fieldstone worked itself into the Ozark regional building vernacular starting in the early 20th century.<sup>36</sup> The development and availability of Portland cement made it possible for builders to use the material at their feet, fieldstone, without the need for processing or polishing. It had not been an option to use rough rock with previous technologies, but the cement was very forgiving and filled in the gaps to create a solid cladding with the rock.<sup>37</sup> The technique was easy to learn and the cement also provided the opportunity to use rock in an ornamental and decorative way if the builder was so inclined.<sup>38</sup>

These claddings were popular choices for roadside architecture on Route 66. There are many examples of tourist courts that were built in this tradition, many of which remain in great condition in Springfield, MO.<sup>39</sup> Several feature sunbursts and other details in common with the Shamrock Court.<sup>40</sup> An example closer to Sullivan is the Wagon Wheel Motel (NR 4/07/03), Figure 14) in Cuba that opened in 1934 and has been in continuous operation ever since.<sup>41</sup> The Shamrock Court is significant as a representation of the evolution of Route 66 transportation and commerce across Missouri via automobile tourism,<sup>42</sup> as one of many vernacular architectural style examples linked by the many miles of highway. Roadside vernacular architecture is defined as buildings constructed from local materials using local building traditions. The buildings are usually simple in form, with the stone being used to create interest and decoration.<sup>43</sup> The rock buildings produced in this technique are considered to be handmade works of roadside art.<sup>44</sup>

<sup>33</sup> "History" City of Sullivan website. Accessed 12 October 2021.

[http://www.sullivan.mo.us/departments/city\\_clerk/history/index.php](http://www.sullivan.mo.us/departments/city_clerk/history/index.php)

<sup>34</sup> Sonderman, Joe. "The Shamrock Needs a Little Luck," Show Me Route 66 Magazine. Volume 30, No. 1, 2020: 28-32.

<sup>35</sup> Keenoy, Ruth and Terri Foley. *National Register of Historic Places Multiple Property Documentation Form: Route 66 in Missouri*. 2008. F:23.

<sup>36</sup> Sheals, Debbie. "Ozark Rock Masonry in Springfield, [MO], 1910 – 1955," *The Society of Architectural Historians, Missouri Valley Chapter Newsletter*. Summer 2006, Volume XII:2A: Page 2.

<sup>37</sup> Ibid.

<sup>38</sup> Ibid.

<sup>39</sup> Sheals, Debbie. "Ozark Rock Masonry in Springfield, [MO], 1910 – 1955," *The Society of Architectural Historians, Missouri Valley Chapter Newsletter*. Summer 2006, Volume XII:2A: 8-9.

<sup>40</sup> Ibid.

<sup>41</sup> Olson, Russell A. *Route 66 Lost and Found: Ruins and Relics Revisited*. MBI Publishing. St. Paul, MN, 2004. Page 33.

<sup>42</sup> Keenoy, Ruth and Terri Foley. *National Register of Historic Places Multiple Property Documentation Form: Route 66 in Missouri*. 2008. F:23.

<sup>43</sup> Ibid. F:54.

<sup>44</sup> *Show Me 66: Main Street Through Missouri*, documentary directed by Andrew Wonko. Missouri History Museum, 2016.

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**Subtype: Fieldstone Buildings and Structures**

The Shamrock Court is eligible under Criterion C: Roadside Vernacular Architecture as an example of the Subtype: Fieldstone Buildings and Structures. It is the only example of this type in relation to Route 66 that exists in Sullivan. It is an example of a business built using the technique described in the MPDF of using local fieldstone blended with limestone for the cladding. In this technique, trim work and ornamental details are addressed with limestone and the background is completed in fieldstone (Photo 10). Roadside vernacular architectural property types are significant to Route 66 in Missouri for their role in automobile tourism, transportation, and commerce.<sup>45</sup> The property type serves as a remaining connection to the specific type of vernacular architecture found in Missouri along Route 66.<sup>46</sup>

The builder of the Shamrock Court was local mason Marion "Grandpa" Berti, who worked on rock buildings throughout the area, and was said to have built "almost all the stone houses (in Sullivan) contemporary to his working years."<sup>47</sup> His children and grandchildren often worked alongside him.<sup>48</sup> Berti fits the mold of the "Rock Man" legend that "every town" around the Ozarks was said to have around.<sup>49</sup> Author Quinta Scott interviewed a grandson of Berti as part of a deep dive into the style. From *Along Route 66*:

Grandpa Berti, an Italian stonemason, built the Shamrock for F.E. Dodds. Berti selected large chunks of warm, hard sandstone from the Sulky Quarry near Sullivan and took them to the site, where he cut them to fit the building. He ordered smooth, dressed stone to frame doors and windows. He laid up a chimney next to the entrance to the office to mark the dining room fireplace. Finally, between each opening in the facade, he set his signature, a sunburst, a round stone surrounded by flat rays of rusty stone.<sup>50</sup>

The rockwork on the Shamrock Court is an important example for several reasons. First of all, just as much care and detailing is taken on the "back" elevations of the building; the rear elevations of the wings have their own signature diamond detail that is not found on the front elevations. Sunburst decorations are found along the court elevations as well as the rear elevation. Second, the nearly perfectly round circle in each entry gable indicates a high level of skill and patience from the mason (Photo 10). Finally, the cumulative details and decorative flourishes were combined with other elements such as neon lights to lure travelers to the Shamrock Court from Route 66.

**Conclusion**

The Shamrock Court meets registration requirements under criteria A and C as a motel along Route 66 in Missouri per the "Route 66 in Missouri" MPDF. It possesses a clear feeling and association with Route 66 during the years of its significance, 1926-1981. The Shamrock Court retains the characteristics and integrity of historic elements including location, design, materials, workmanship, feeling, association, and setting. The design and layout of the motel units are still apparent from the inside and outside. The Shamrock Court has a strong association with all configurations of Route 66 through Sullivan, MO. The physical features that classify it as a motel are still evident as well as key original materials and architectural elements. The Shamrock court maintains a clear association with the transportation and commerce activity along Route 66 in Missouri in the years of its significance, 1948-1980. The Shamrock

<sup>45</sup> Keenoy, Ruth and Terri Foley. *National Register of Historic Places Multiple Property Documentation Form: Route 66 in Missouri*. 2008. F:54.

<sup>46</sup> Ibid.

<sup>47</sup> *Sullivan Tri-County News*. Sullivan, Missouri. "Aged Man Dies of Natural Causes." 03 February 1966, page 1.

<sup>48</sup> *Sullivan Independent News*. Sullivan, Missouri. Obituary of Gerald "Jerry" V. Berti, 19 February 2019.

<sup>49</sup> *Show Me 66: Main Street Through Missouri*, documentary directed by Andrew Wonko. Missouri History Museum, 2016.

<sup>50</sup> Scott, Quinta. *Along Route 66*. Norman: University of Oklahoma Press, 2000. Page 72.

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Court also meets the requirements of the property type for architectural importance as an example of roadside vernacular architecture.

It is notable how compressed the timeline of "boom" along Route 66 actually was in Sullivan and elsewhere. Especially brief was the time period of the 4-lane Route 66 with center median; only about 16 years at most. The Shamrock was lucky to exist on both the "Old" and "New" Route 66 configurations in Sullivan and combined the period of significance is still less than 25 years. It has already been over 50 years since I-44 cut off the Shamrock from the travelers. Yet, the building continues to convey its significance and association to modern travelers.



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**Verbal Boundary Description**

The boundaries of the property are shown with a white outline on the site map. Refer to figures 3 and 19.

**Boundary Justification**

The current boundaries encompass all land historically associated with the building, with the exception of encroachment of roads and right of way along the north edge aligning historic Route 66 and Interstate 44. Refer to the historic overlay boundaries (black ink. drawing) vs. current boundaries (orange outline) in Figure 19.

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Figure 1. Latitude/Longitude Map. Source: Google Earth. Accessed 14 November 2021. Labels added by Homegrown Studio.





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Figure 2. Sullivan, Missouri aerial map with overlay of historic Route 66-centered commercial lodging providers. Old Route 66 is highlighted in blue. 1953 reroute converted 2-lane to 4-lane with center median and aligned with later path of I-44 in Sullivan. Original Source: Google Earth. Accessed September 2021. Labels/diagrams added by Homegrown Studio.

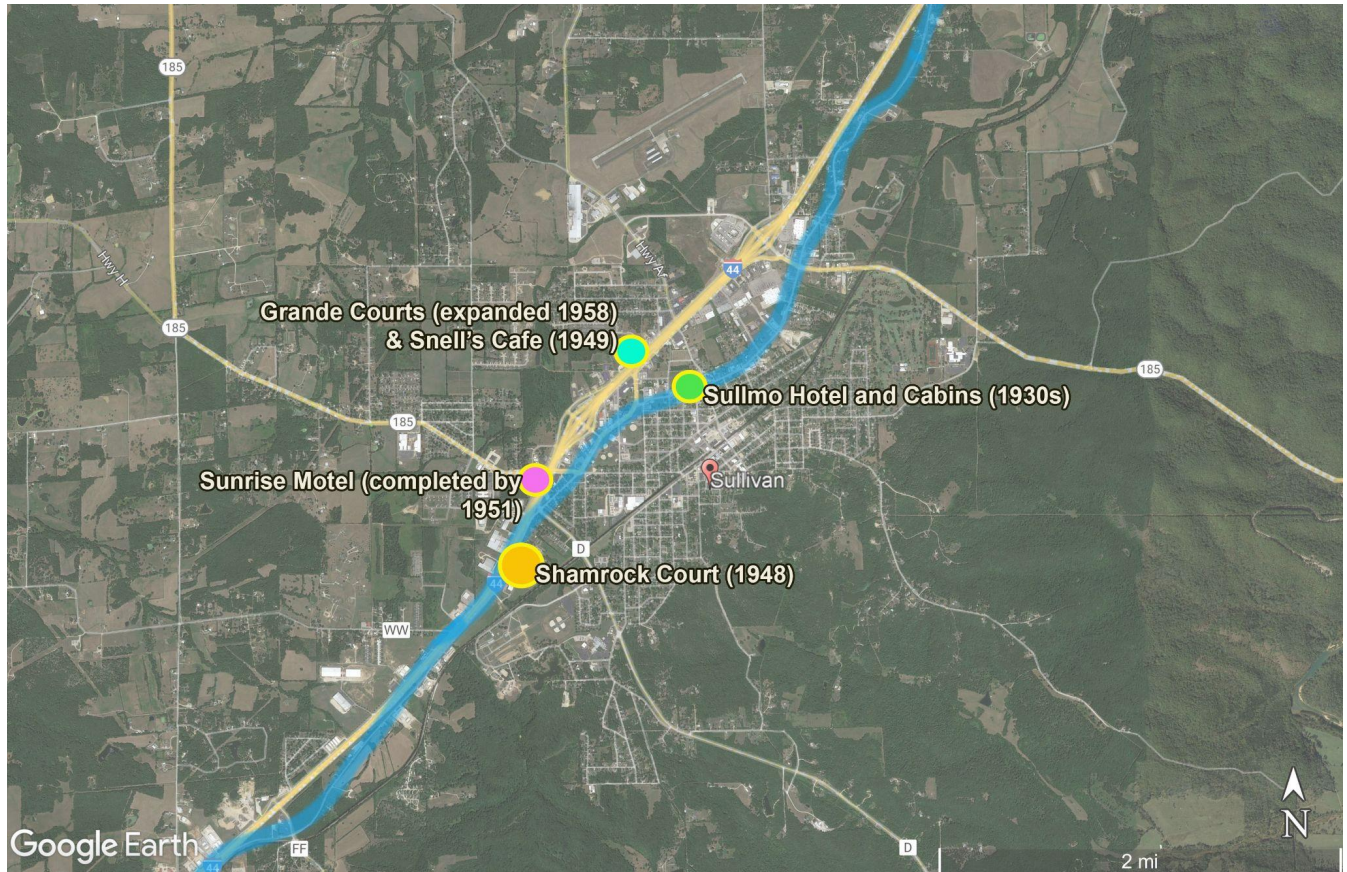


Figure 3. Site Map with NR Boundary indicated with white outline. Original source: Google Earth. Accessed 14 November 2021. Labels/diagrams added by Homegrown Studio.



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Figure 4. Aerial photograph of the Shamrock Court on Route 66, 1950s. Courtesy of Rick Dinkela, 2021.



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Figure 5. Diagram map depicting Missouri in relation to other Route 66 States. From left: California, Arizona, New Mexico, Texas, Oklahoma, Kansas, Missouri, and Illinois. As published in *Route 66 Lost and Found: Ruins and Relics Revisited*. Olson, Russell A. MBI Publishing. St. Paul, MN, 2004. Page 28.

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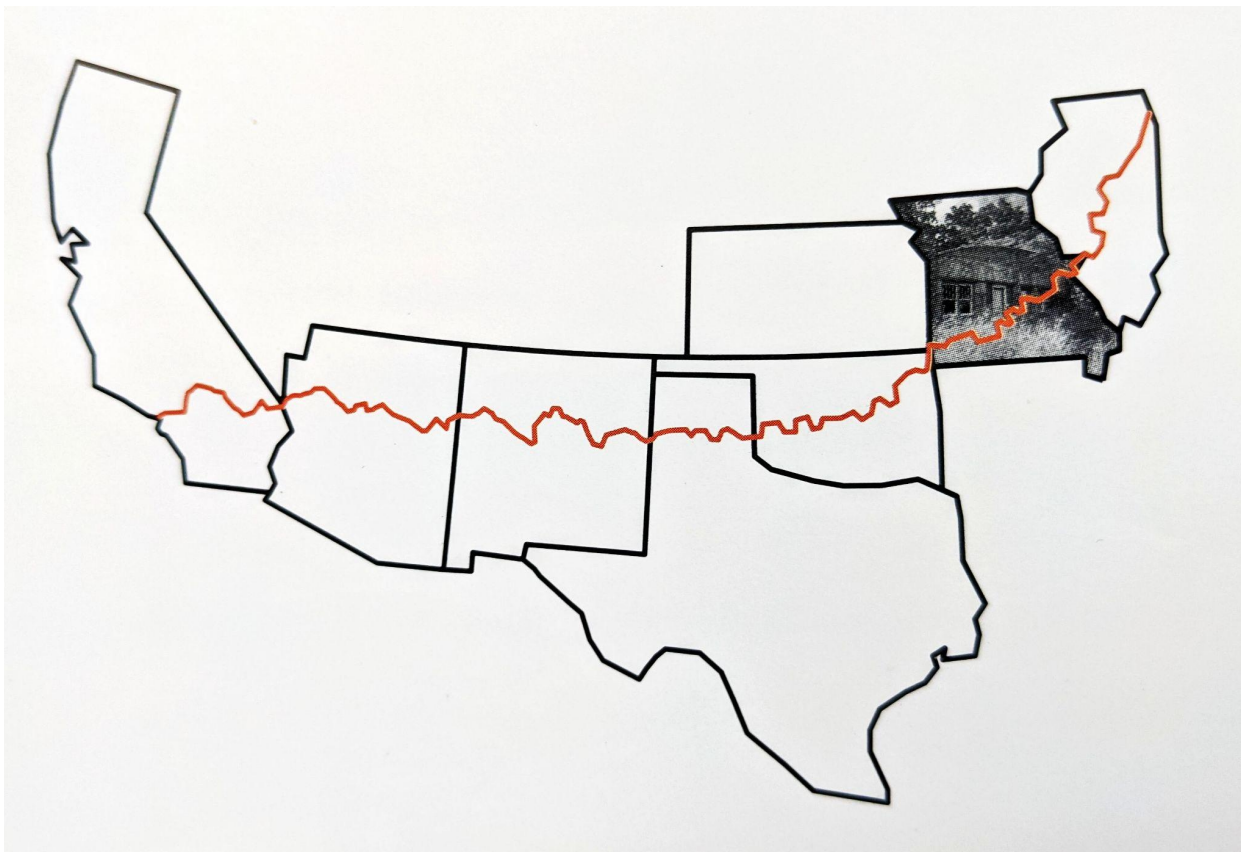


Figure 6. Excerpt from Missouri State Highway Map, 1926. Note the title "U.S. 60," was updated to "U.S. 66" in the finalized numbering for the federal highway. Collection of Landmarks Association of St. Louis, Inc., Map Files.



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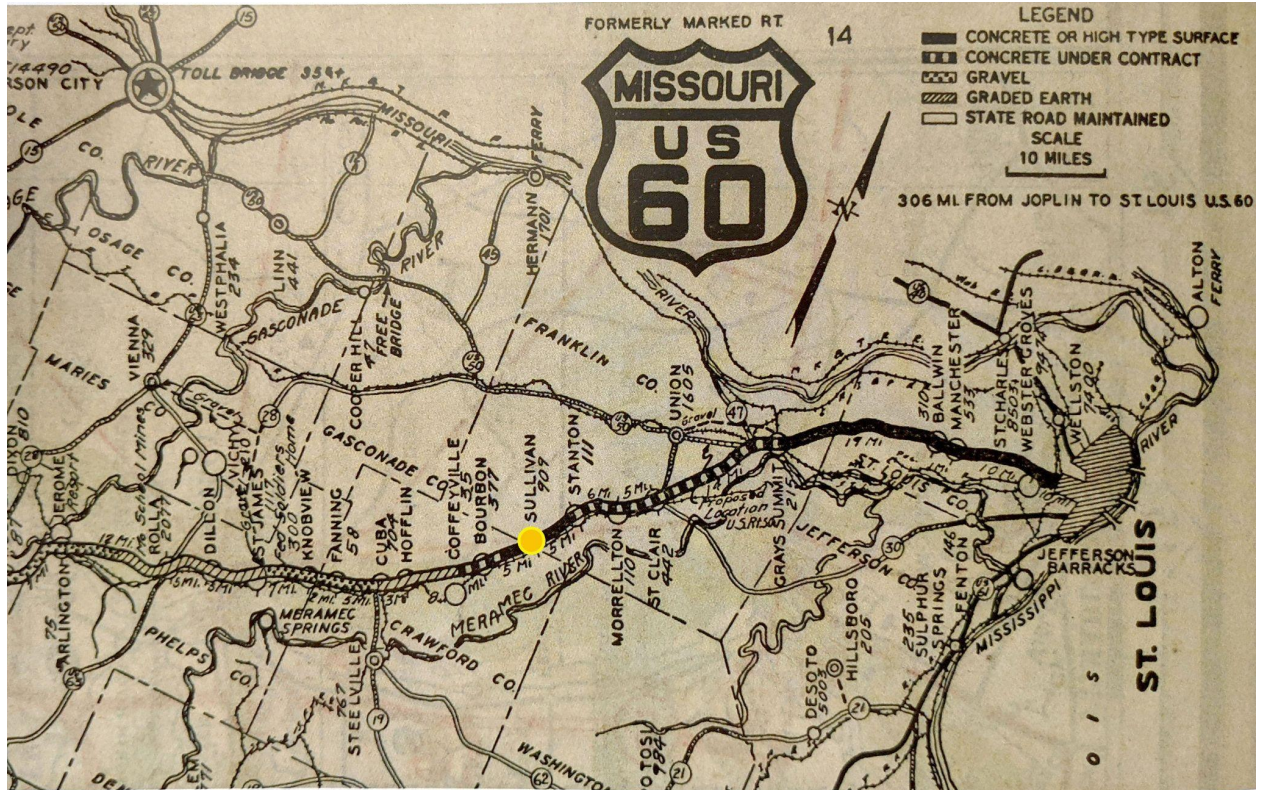


Figure 7. 1948 Floor Plan. Drawn by Homegrown Studio.

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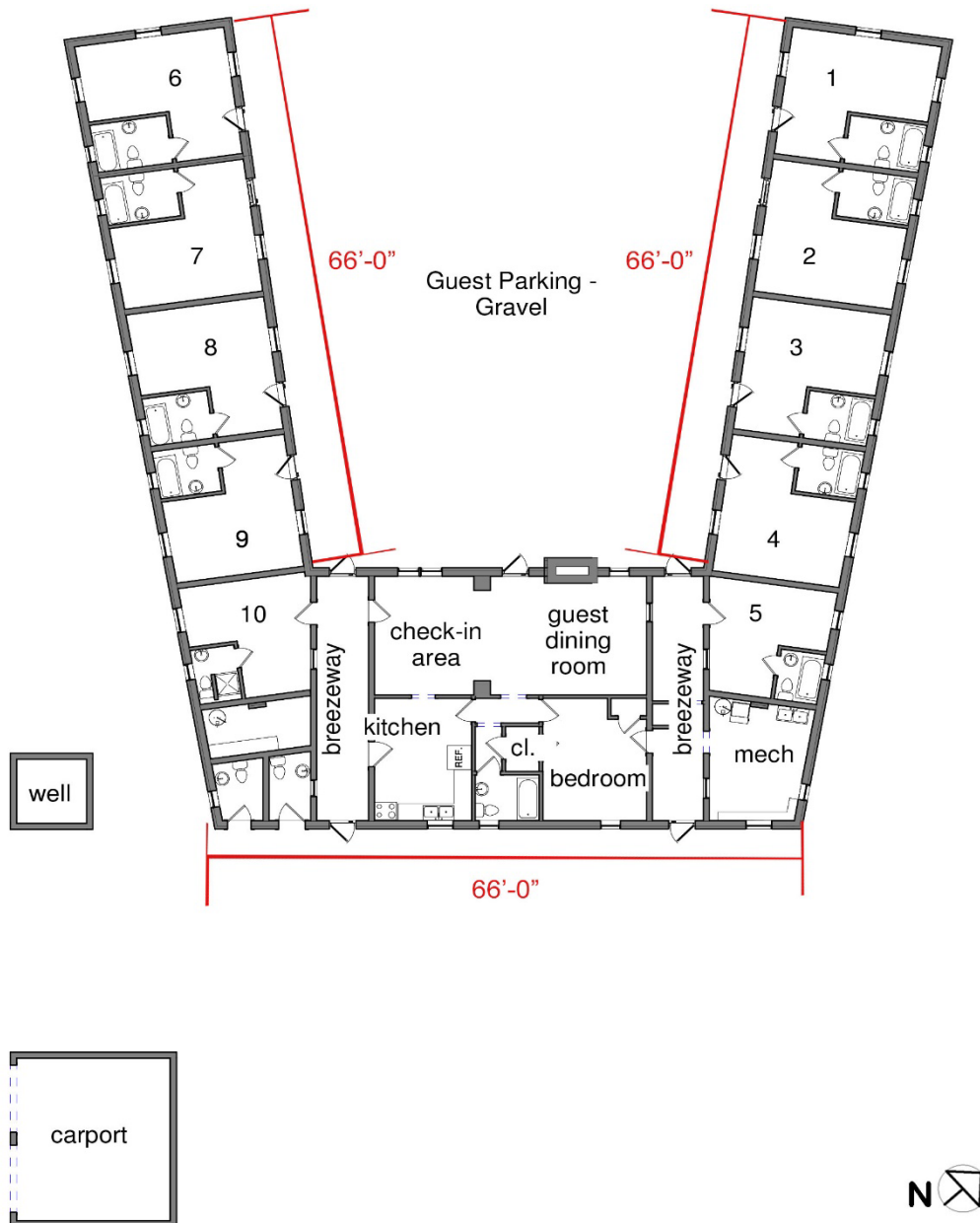


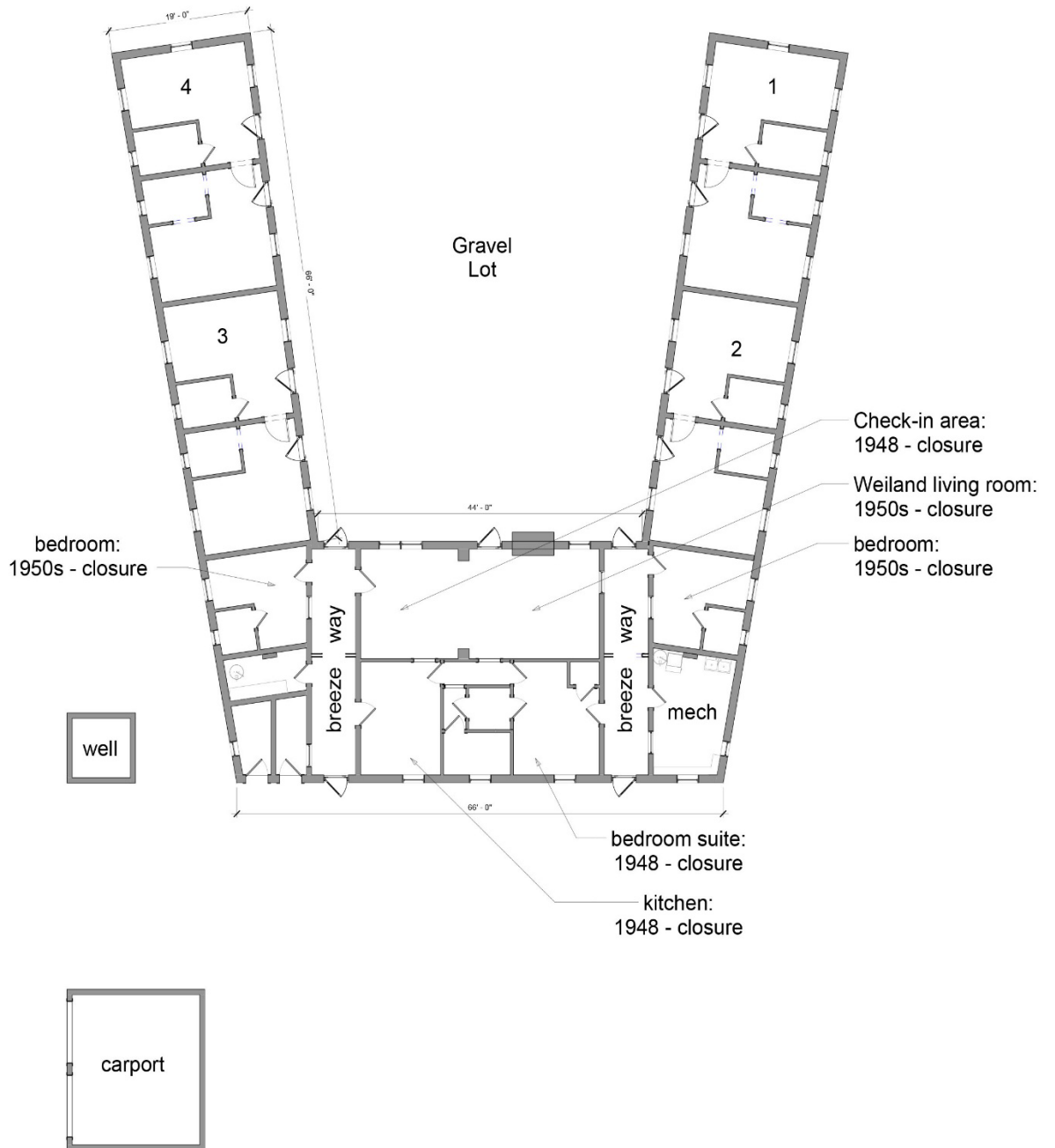
Figure 8. 2021 Floor Plan. Drawn by Homegrown Studio.



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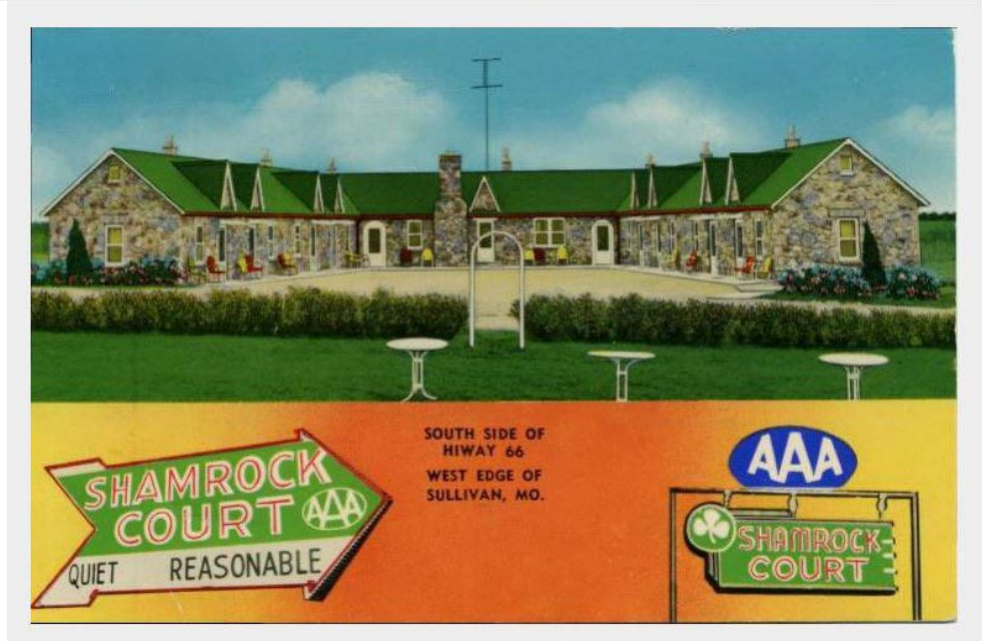


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Figure 9. Postcards of Shamrock Court, circa 1955. Top: Joe Sonderman, Website: <http://www.66postcards.com/> Access date: 9 October 2021. Bottom: Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 67.



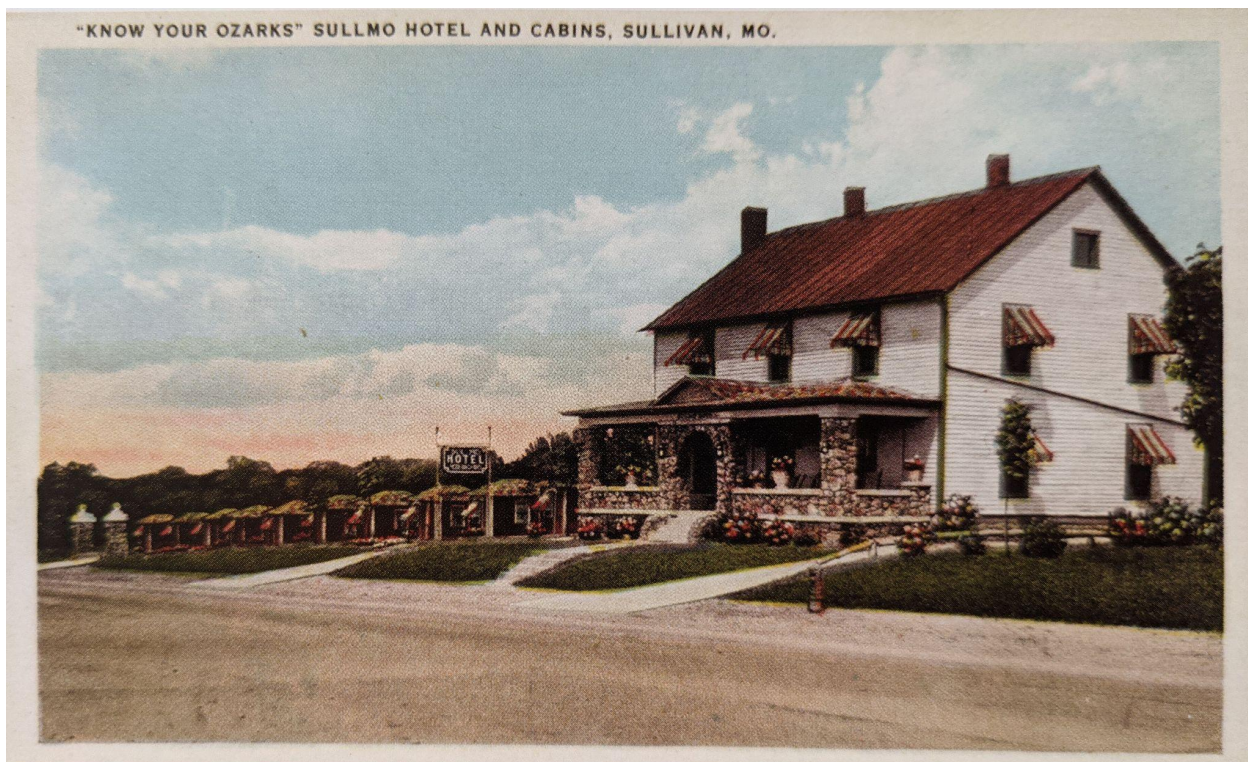


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Figure 10. Postcard. Sullmo Hotel and Cabins, Sullivan, MO, circa 1935. Hotel converted from home in 1930, cabins added in 1935. Demolished. Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 67.



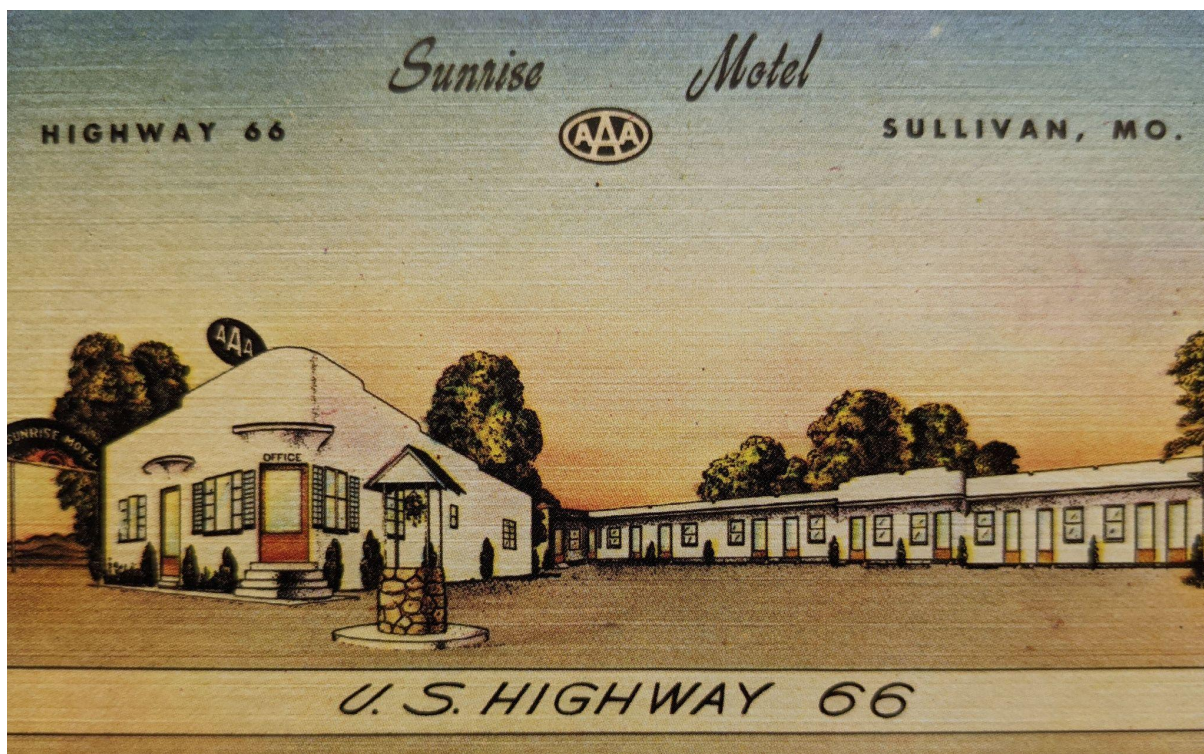


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Figure 11. Postcard of Sunrise Motel, Sullivan, MO, circa 1955. Demolished 2007. Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 66. Bottom: Present day site. Google street view. Accessed 10 October 2021.



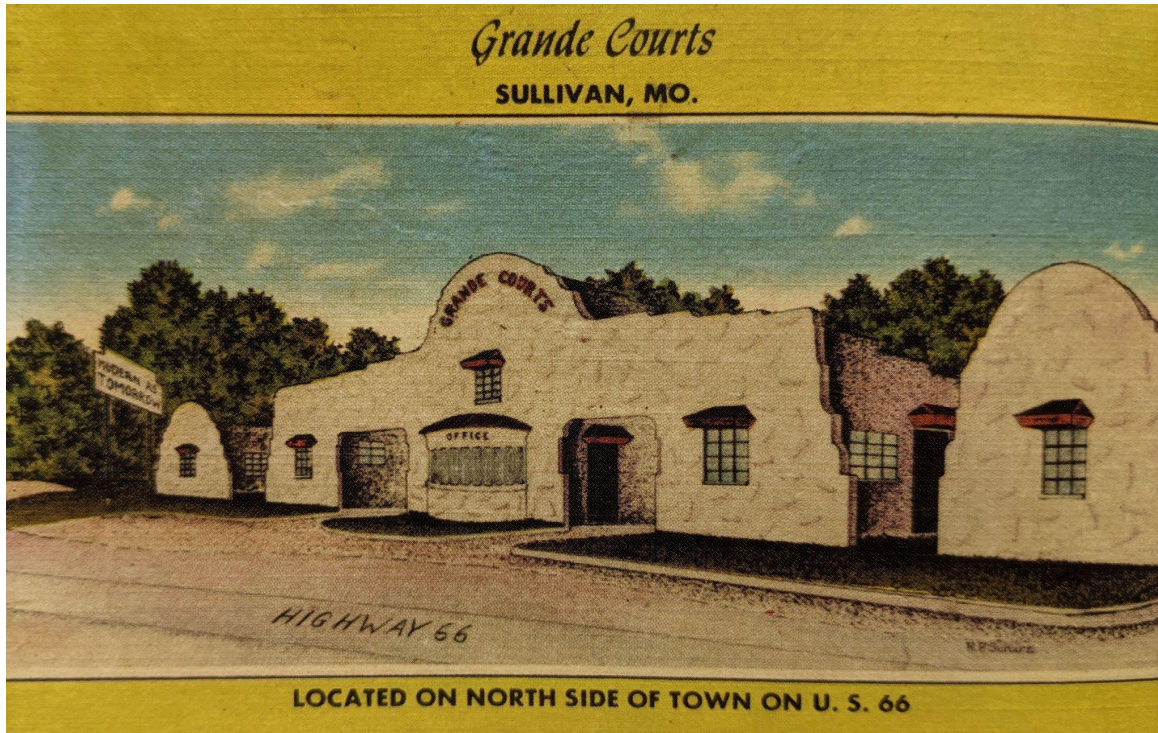


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Figure 12. Postcard of Grande Courts, Sullivan, MO, circa. 1957. Currently operating as a Motel 6 and has been drastically remodeled over decades. Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 66. Bottom: Present day site. Google street view. Accessed 14 November 2021.





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Figure 13. Postcard of Snell's Cafe, Sullivan, MO., circa. 1957. Demolished 2015. Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 66.

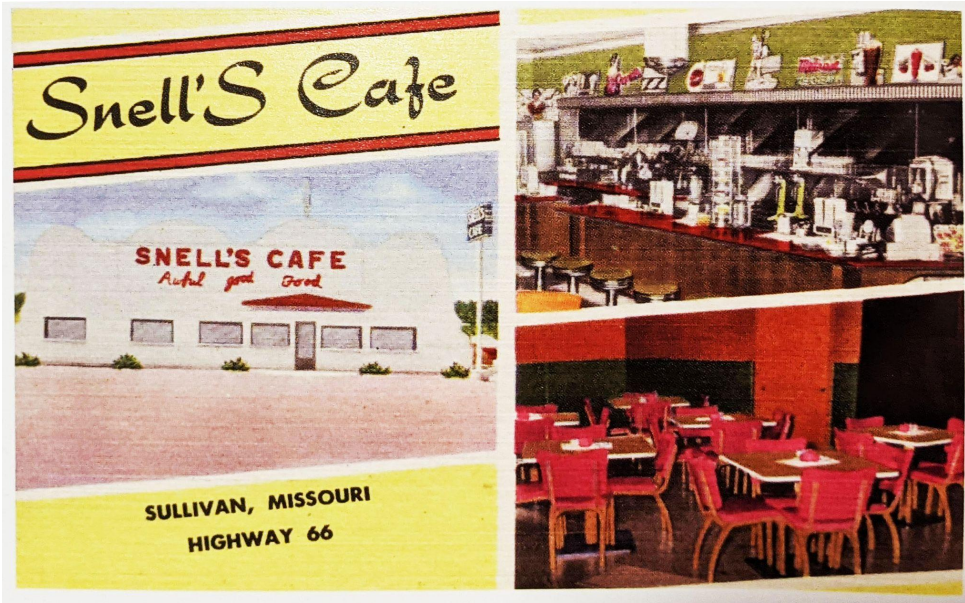


Figure 14. Wagon Wheel Cabin Court, Cuba, Missouri (NR 4/07/03). As published in *Route 66 Lost and Found: Ruins and Relics Revisited*. Olson, Russell A. MBI Publishing. St. Paul, MN, 2004. Page 33.





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Figure 15. Postcard of Sunset Motel, Villa Ridge, MO circa. 1950. Published in *Route 66 Missouri*. Sonderman, Joe. Schiffer Publishing. Otglen, PA, 2010. Page 58. Inset: photograph of neon sign published in *Images of 66* by David Wickline. Westerville, Ohio. Roadhouse 66, LLC., 2006. Bottom: Present day site. Photo by Homegrown Studio 5 November 2021.





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Figure 16. Weiland Family photo outside Shamrock Court (1971). Courtesy of Billy Weiland. Bottom: Signs found on property. Posted on Facebook.com in the group "Saving The Shamrock Court! - Sullivan MO" by Elizabeth Lauren Olwig. 27 June 2021. Access date: 9 October 2021.



Figure 17. Clergyman with 1958 Chevy at Shamrock Court. Courtesy of Rick Dinkela, 2021.



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Figure 18. "Shamrock Village" Subdivision platted with roads as proposed, 1946. Provided by the City of Sullivan Engineering Department, September 2021.

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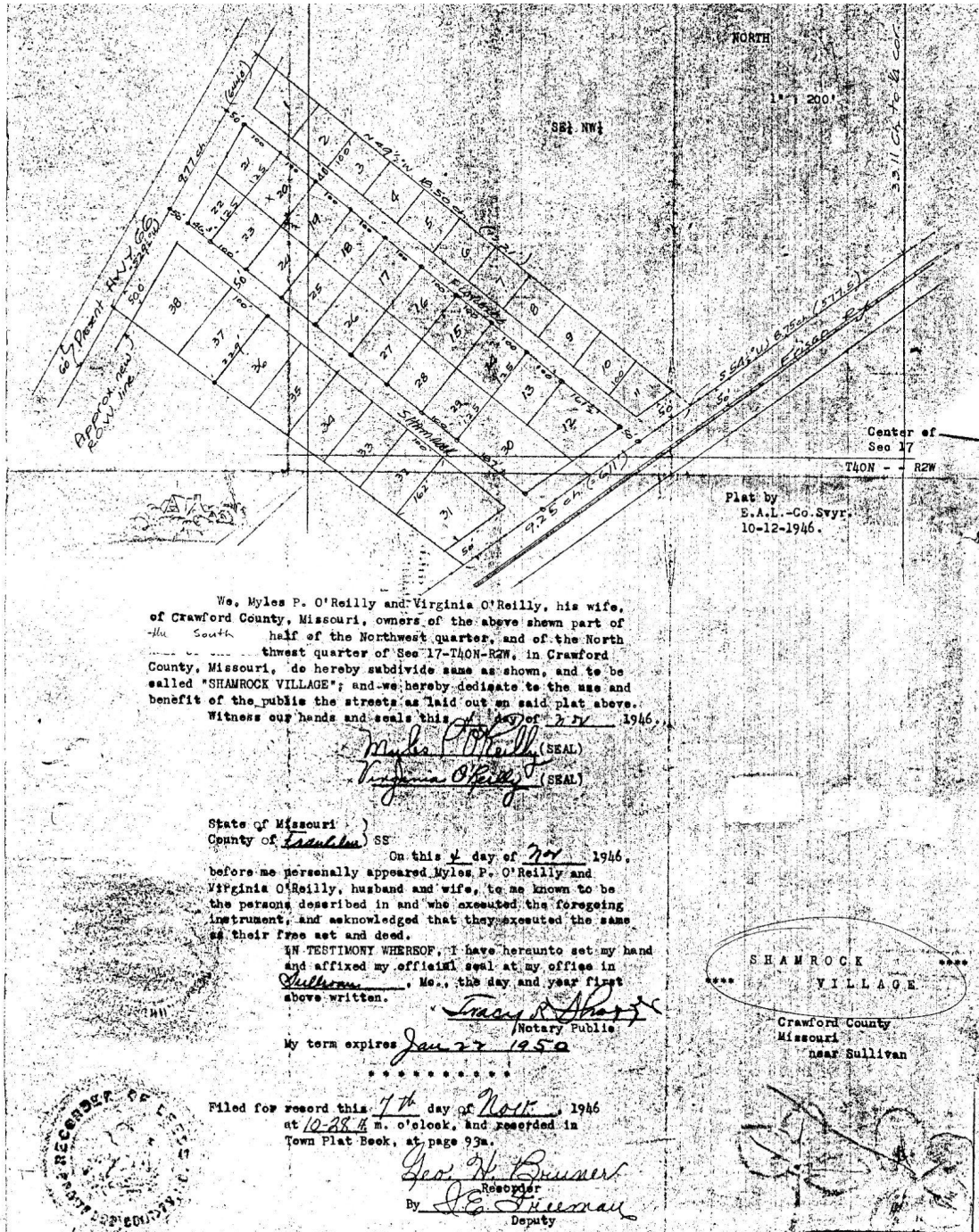


Figure 19. Property map with National Register Property Boundaries outlined in orange. 1946 plat map of "Shamrock Village" as overlay. Provided by the City of Sullivan Engineering Department, September 2021. Aerial location map from Google Earth. Accessed September 2021. NR Boundary added by Homegrown Studio.



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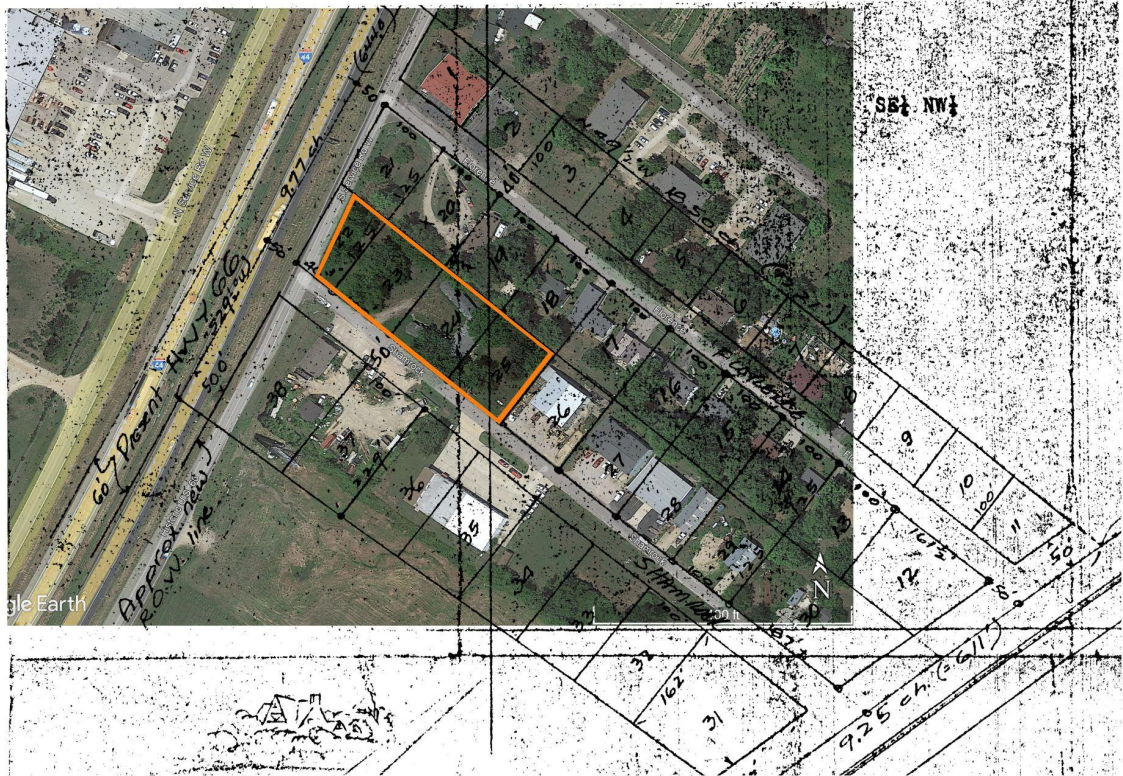


Figure 20. Photo Key Plan. Overlay of 2021 Floor Plan. Drawn by Homegrown Studio.

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