

2023 Laclede County *Route* 66 guide&map





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Welcome to the Heart of Route 66!

Thanks for picking up a copy of the 2023 Laclede County Route 66 Guide and Map, a joint project of the Lebanon-Laclede County Route 66 Society and The Laclede County Record. With this sixth edition of our guide, you can travel 36 miles of Route 66 from one end of Laclede County to the other, identifying mile-by-mile nearly 100 existing and past points of interest that made the Mother Road the attraction it continues to be today.

You also can explore the shopping, dining, lodging, antiques, factory outlets and many other attractions offered by the nearly 50 advertisers whose support made it possible for this guide to be free. Please consider spending a full day or more in Lebanon, "The Heart of Route 66," and Laclede County to experience everything we have to offer.



If your time is short, make sure you see what we consider Laclede County's eight biggest Route 66 attractions. From east to west:



Gasconade River Bridge

The historic Gasconade River Bridge is about two miles west of the Pulaski-Laclede county line. Built from 1922 to 1924, the bridge has been threatened with demolition, but as 2023 begins, it appears that the Route 66 Association of Missouri will assume ownership from the state of Missouri with a goal of rehabilitating it for pedestrian and bicycle use. To access it, look for turnoffs to the south on either side of the replacement bridge, which opened in 2019. The bridge's four spans include two Parker Trusses, one Pratt truss and a Warren Pony Truss. The bridge continued to carry traffic until December 2014 when it was closed because of extensive deterioration.



Munger Moss Motel

When you think of Route 66 in Lebanon, Missouri, the first image that comes to mind probably is the beautiful neon sign of the Munger Moss Motel, which celebrates its 77th anniversary in 2023. You've seen that sign featured in many Route 66 books and magazines. Pete and Jesse Hudson purchased the Munger Moss sandwich shop in 1945 and moved it from the old, bypassed alignment of Route 66 at Devils Elbow to Lebanon. The motel opened the following year. Bob and Ramona Lehman bought the motel in 1971. Bob died in 2019, but in her 52nd year of ownership Ramona remains active in Route 66 activities. Bob and Ramona Lehman were inducted into the Laclede County Route 66 Wall of Fame in 2022.



Wrink's Market

Wrink's Market on the north side of Route 66, just past the Munger Moss Motel, was operated by the late Glenn Wrinkle, a true Route 66 ambassador, from 1950 until his death in 2005. It was reopened under the name The Vintage Cowgirl at Wrink's Market by his granddaughter, Katie Wrinkle, in 2017. Today, The Vintage Cowgirl is an award-winning restaurant bringing you the nostalgia of Wrink's Market on Route 66. Glenn Wrinkle was inducted into the Laclede County Route 66 Wall of Fame in 2022.



The Manor House Inn

The stately mansion across from the Cowan Civic Center reopened to the public in 2018 as The Manor House Inn, a bed-and-breakfast targeting Route 66 travelers. The ambitious restoration project by new owners Randy and Bronwen Palilla and Jason and Michelle Cochran returned the home to its earlier role on The Mother Road. From 1932 to the early 1970s, the building provided overnight accommodations to Route 66 travelers under the names Lenz Tourist Home, Lenz Homotel — an amalgamation of "home" and "motel" — and, in its later years, simply the Lenz Motel, operated by William and Ethel Lenz. The Lenzes were inducted into the Laclede County Route 66 Wall of Fame in 2023.





Lebanon-Laclede County Route 66 Museum

Lebanon is proud to be the home of the first permanent Route 66 museum in Missouri. The Route 66 Museum, located in the Lebanon-Laclede County

Library, attracted visitors from 49 countries and 49 states last year. The 3,500-square-foot museum, which celebrates its 19th anniversary this year, honors the legacy of Route 66 in Laclede County and includes a Route 66-themed gift shop. It's open six days a week, and admission is free. Make sure you see the Laclede County Route 66 Wall of Fame honoring "those who made exceptional contributions to the development or promotion of Route 66 or who operated legendary businesses on Route 66 in Laclede County, Missouri."



Route 66 Murals at Boswell Park

The three murals at Route 66-themed Boswell Park are a tribute to the county's proud history on The Mother Road.

In recent years the park has been redeveloped to include a Route 66-themed playground, a winding replica of Route 66 called "66 Mural Drive," a Blue Star Memorial Garden, replicas of arches that once welcomed Route 66 travelers to Lebanon with the greeting "Our Town, Your Town," a replica of the fountain that once was a marvel of the stone cottages at Nelson's Dream Village, and an amphitheater.

The first mural (being repaired in 2023) depicts a 1957 Chevrolet driving past the "Our Town, Your Town" sign at the entrance to Lebanon. It's designed so you can pull your classic car in front of it and pose for pictures. The second mural shows a 1927 Texaco gas truck crossing the Gasconade River Bridge. The third mural depicts the "Nelson Family Legacy," which recognizes the many contributions Col. Arthur T. Nelson and his descendants made to Route 66 in Lebanon, including donating 40 acres for the right-of-way and founding such iconic businesses as the Nelson Hotel

and Nelson's Dream Village. The mural pays tribute to Nelson's Dream Village and the Nelson family's famous apple orchard.



Camp Joy cabin at Boswell Park

Before you leave Boswell Park, check out the Camp Joy cabin on the hill. Camp Joy was one of Lebanon's first Route 66 tourist camps, founded by the Spears

family in 1927, one year after the gravel road through Lebanon was designated Route 66. Camp Joy was located at the present location of Sing Rental, and owner Lee Sing donated the last surviving cabin to the Route 66 Society in 2019. Volunteers from the Route 66 Society restored the cabin inside and out and moved it to Boswell Park. The new flower gardens planted by Laclede County Master Gardeners celebrate the flowers that lined Route 66 in its early days courtesy of Col. A.T. Nelson. Make sure you read Camp Joy's history on the cabin's north side. Outlaws Bonnie and Clyde were among Camp Joy's most notorious customers.



Underpass Café

About nine miles west of Lebanon on Route 66/Highway W, just west of the Frisco Railroad bridge, you'll find the Underpass

Café. The Route 66 Society finished restoring the building's exterior in 2019. O.E. Carter and Ed Lawson, who previously operated two gas stations in Lebanon, owned the café, a prefabricated gas station and a garage. The gas station, no longer standing, opened in 1941, and the café was added in 1950. The station was handy for those truckers who needed air after letting it out of their tires in order to pass under the bridge. The businesses closed sometime after the new Interstate 44 bypassed them in 1957.

Before you start

We remind you that some of the Route 66 landmarks are on private property. Please don't trespass where it's obvious you shouldn't.

Every year we learn more about Laclede County's Route 66 history. Text for this 2023 guide was updated by Gary Sosniecki with help from Cliff Claxton, both of the Lebanon-Laclede County Route 66 Society. Valuable resources were the weekly "A Look Back" and "Pics from the Past" features by Laclede County Record historian Kirk Pearce and the newly reprinted book, "Route 66: Laclede County Memories 1926-1957." Copies of the book may be bought at The Laclede County Record office and the Lebanon-Laclede County Library gift shop. We're also indebted to authors Joe Sonderman and the late C.H. "Skip" Curtis for their extensive Route 66 research.

The cover, designed by Daniel Foust of The Laclede County Record, showcases the 1958 Dodge Power Wagon of Route 66 Society President Bruce Owen. The truck was sold several times by Bruce's father, Henry Ward "Bud" Owen, at his Dodge dealership in Lebanon. Bud

Owen ultimately kept it. The 1920s-era Log Cabin Filling Station in the background was owned by Bruce's grandfather, J. Ward Owen, who started the Dodge dealership. The station was located where Walgreens is today.

The guide is only as accurate as the memories of those who contributed to it. If you find an error or know of a landmark we missed, please let us know for the next update. Remember that odometers may be calibrated differently, so locations of landmarks may differ slightly in your vehicle.

Advertising for this publication was sold by Jennifer Early, Advertising Director, of the Laclede County Record and Beth Durreman, Publisher, of the Laclede County Record. Design was by Daniel Foust, Laclede County Record. We thank all the businesses and organizations that participated.





The Rock Court, which included a barbecue restaurant, was located on the south side of Route 66 just west of the Munger Moss.

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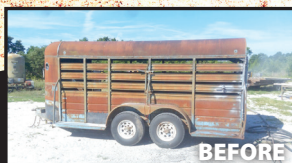
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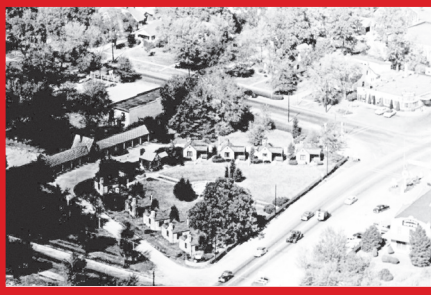
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Nelson's Dream Village at the northwest corner of Route 66 and Highway 5 was a vision conceived in a dream by Col. A.T. Nelson. The village of 12 Old English-style cabins opened in 1935.



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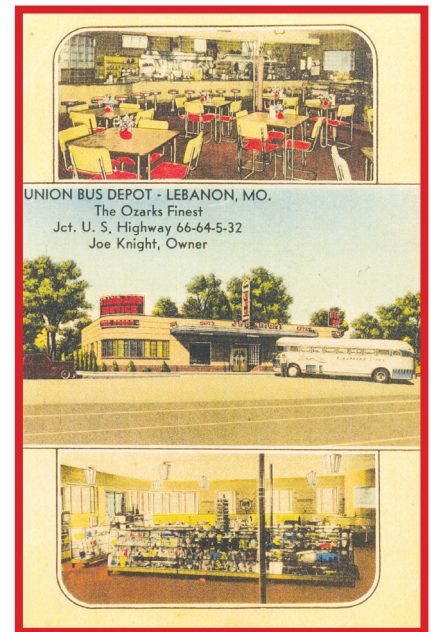
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3 named to Laclede County Route 66 Wall of Fame

A three-generation family that operated a gas station for seven decades, a husband and wife who welcomed guests into their tourist home for 40 years, and the community leaders who in 1922 successfully campaigned for the future Route 66 to be routed through Lebanon are the newest members of the Laclede County Route 66 Wall of Fame.

The Wall of Fame honors “those who made exceptional contributions to the development or promotion of Route 66 or who operated legendary businesses on Route 66 in Laclede County, Missouri.” The Wall of Fame plaques are displayed at the entrance to the Route 66 Museum at the Lebanon-Laclede County Library.

This is the second class of Wall of Fame members. Five were selected to the inaugural class in 2022.

The 2023 Wall of Fame inductees are, in alphabetical order:

• THE DIRECT ROUTE DELEGATES - 1922

I.T. Curry, W.M. Hawkins, Bert Henderson,
Andrew Rader, Fred D. Harris, Phil M.
Donnelly, L.C. Mayfield and the
Lebanon School Band

In 1922, competition for the primary road from St. Louis to Springfield — the future Route 66 — was heated. Laclede County campaigned for “The Direct Route” through Lebanon. But Texas County argued for the road to go through Houston, Cabool and Mountain Grove. The State Highway Commission ruled July 12 in favor of the Lebanon route, but protests were heard July 25 in Jefferson City. Lebanon sent 127 road boosters, including the school band, which led a parade from the Madison Hotel to the statehouse. Conway, Phillipsburg

and Richland also sent delegations. A strong speech by Lebanon lawyer Phil M. Donnelly, a future governor, won the day for The Direct Route.

• WILLIAM AND ETHEL LENZ

In 1932, photographer, artist and metalworker William Lenz and wife Ethel opened their three-story, 14-room dream home on Route 66 at Sheridan Avenue to travelers. The Lenz Tourist Home featured six sleeping rooms upstairs with murals of the Ozarks countryside, custom-designed light fixtures and handcrafted furnishings. One guest described the home as “the essence of hospitality and good taste.” A St. Louis garden club called it “the most beautifully landscaped tourist home on Route 66.” The Lenzes rebranded the home the Lenz Homotel in the 1950s and continued to welcome guests until the

early 1970s. Subsequent owners have lovingly preserved William’s floral artistry.

• THE BACON-SPEAKER FAMILY

Tom Bacon, Thornton ‘Thorny’ Speaker, Tommy Speaker, Teddy Speaker, Lena Bell Speaker England and Dale Speaker

Though the gas pumps are long gone, Speaker’s Mobil may be Lebanon’s only Route 66 landmark still standing (as of 2023) on land owned by the same family since Route 66 was built. Tom Bacon opened a Shell station and a few tourist cabins about 1926. Wife Lizzie sold sandwiches, including once to Pretty Boy Floyd and gang. Son-in-law Thorny Speaker took over in 1933, switching to Mobiloil and forming Home Oil Co. to distribute Mobil products. A new concrete-block station was built in 1952. Thorny’s children — Tommy, Teddy, Lena and Dale — all worked in the family business.

This year’s honorees joined the five inducted in 2022:

—Bob and Ramona Lehman, longtime owners of the Munger Moss Motel.

—Col. Arthur T. and Lizzie Nelson and Frank and Dorothy Nelson, operators of “Nelsonville” businesses at Route 66 and Highway 5.

—Charles and Lida Spears and Emis and Lois Spears, founders of Camp Joy.

—Bill Wheeler, organizer of the first Lebanon Route 66 Festival and the Lebanon-Laclede County Route 66 Society.

—Glenn Wrinkle, operator of Wrink’s Food Market for 55 years.

The Lebanon-Laclede County Museum at the library is open from 8 a.m. to 8 p.m. Monday through Thursday, 8 a.m. to 5 p.m. Friday and 10 a.m. to 4 p.m. Saturday. Closed Sunday. Admission is free.



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100 classic cars, 5 bands set for Route 66 Festival

Route 66 Society

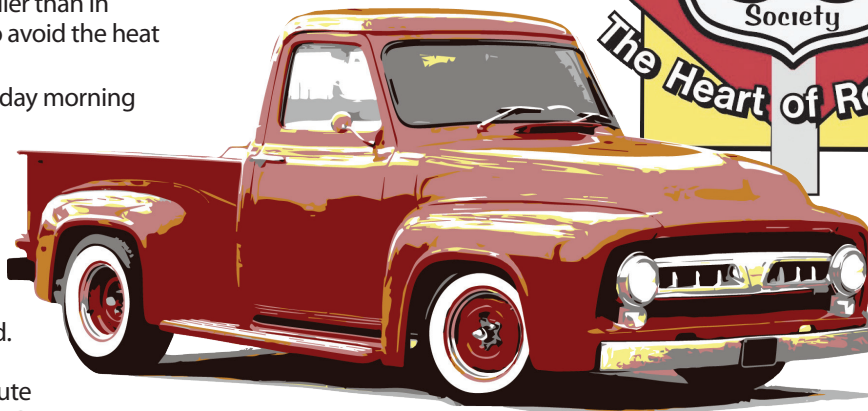
More than 100 classic cars and at least five bands featuring a wide variety of sounds will highlight the 16th Lebanon Route 66 Festival, presented by Lake Regional Health System, on Saturday, June 3, at two locations in Lebanon, "The Heart of Route 66."

The date is two weeks earlier than in recent years in an effort to avoid the heat of mid-June.

Festivities will begin Saturday morning with the annual Route 66 Parade sponsored by Graven Chrysler, Dodge, Jeep, Ram. Lineup is at 9 a.m. at the Lebanon Industrial Park at the east edge of town. Pre-registration is not required. The parade will roll at 10 a.m., traveling west on Route 66 to an all-day cruise-in at Route 66-themed Boswell Park.

A second cruise-in will start at 4 p.m. as the festival moves to Route 66 businesses on the east side of town with music

and activities continuing throughout the evening. Music begins at 10 a.m. with the country sounds of the Spring Hollow Band. Taking the stage at 11 a.m. is The Baker Family, a high-energy bluegrass band that



includes 2022 Grand Master Fiddler Champion Trustin Baker. The Baker Family appeared on Season 12 of America's Got Talent. At 12:30 p.m., The Blue Collar Kings will

perform classic rock, blues and country.

The festival headliners, Bourbon House, a female-fronted rock band

from Wisconsin, will be on stage at 1:30 p.m. Bourbon House filmed a music video in Laclede County last year.

New to the Boswell Park activities this year will be a disc-golf putting tournament with cash prizes, plus a clinic to teach kids how to play disc golf.

Bounce houses, a dunk tank featuring local personalities, food trucks, craft vendors, contests and prizes will provide something for everyone to enjoy.

Several Route 66 businesses, including the Vintage Cowgirl at Wrink's Market, Tires, Brakes & More and Bowlmor Lanes RT66, will host activities when the festival moves to the east side of Lebanon at 4 p.m.

Mitch Shields, a solo act, will be among the musicians performing. Tentative events as we go to press include a burnout pit, an exotic petting zoo and axe throwing.

Watch our Facebook page, "Lebanon Route 66 Festival," and website, "LebanonRoute66.com," for updates.



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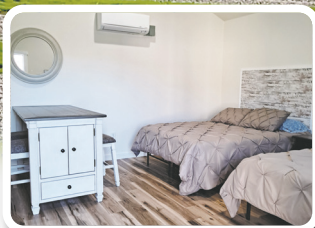
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The first flyer for the Lebanon Route 66 Festival in 2001. Thanks to Jeanette Whipple for contributing to our collection of material.

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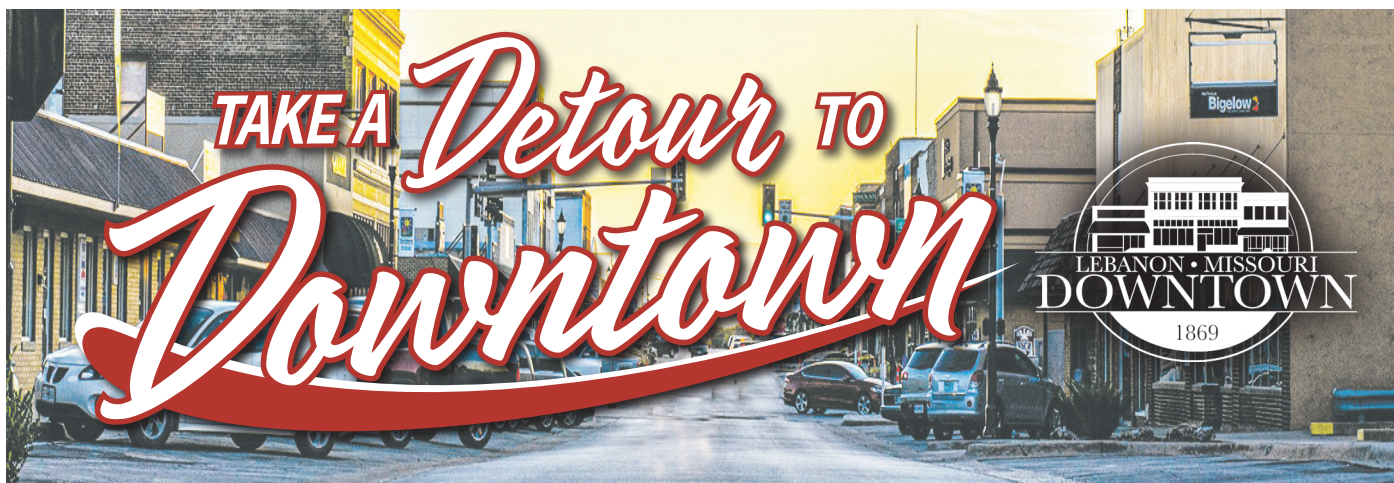
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The Midway Motel and Standard Station on Route 66 at Phillipsburg, pictured in the late 1950s after the opening of New Route 66 and Interstate 44. The back of the postcard advertises these features: "Tiled Bath — Air Conditioned — Panel Ray Heat — Cafe — Gifts — Standard Gas — Reasonable Rates — Quiet — off The Highway." Originally, this was the site of Midway Cafe and Camp. The Standard Station, later remodeled for other business uses, was destroyed by a fire several years ago. The motel, converted to storage units, was torn down in 2017.



Route 66 Bridge over Gasconade River in the Scenic Missouri Ozarks.



Parsons Lodge on Highway 66, Hazelgreen, MO.



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When the Bunion Derby came to Lebanon

Route 66 Society

It could have been called Lebanon's first Route 66 festival.

On Monday morning, April 23, 1928, more than 2,000 spectators gathered in downtown Lebanon to see C.C. Pyle's International Trans-Continental Foot Race — better known as the "Bunion Derby" — pass through town.

Considering that Route 66 was only 2 years old — much of it wasn't even paved yet — the Bunion Derby likely was its first grandiose event.

The foot race from Los Angeles to Chicago was conceived by the new U.S. 66 Highway Association to promote travel on the road. "The Route 66 Association's idea was that with the world watching, the great race would bear a U.S. 66 imprint and garner publicity for the highway and the towns along the way," author Susan Croce Kelly wrote in her book, *Father of Route 66: The Story of Cy Avery*.

The association contracted with promoter C.C. Pyle — "a twentieth-century P.T. Barnum and then some," Kelly wrote — to organize the event.

Two-hundred-seventy-five runners from 15 countries started the race in Los Angeles on March 4, 1928, bound first to Chicago

along Route 66, then on to Madison Square Garden in New York, 3,400 miles in all. Each eyed the \$25,000 first prize, which would be a whopping \$434,000 today!

The race was grueling — about 50 miles a day — and runners dropped out along the way. Eighty-two were expected to arrive in Lebanon, but only 73 made it.

"Though the time set for the runners to pass through Lebanon was next Sunday morning, a telegram from C.C. Pyles (sic), sent from Springfield Thursday morning states that they will be through here MONDAY morning, and not Sunday," The Laclede County Republican reported in boldfaced type atop every column of its front page on Friday, April 20. "The Sunday date is advertised all over the County but must be changed. If you want to see the runners, be here MONDAY morning, April 23."

A separate story on Page 1 reported that some of the runners were 400 hours behind others in running time. The newspaper encouraged those who wanted to see the runners to arrive early.

The April 27 Republican carried a detailed report on the Monday events:

RUNNERS HERE MONDAY **Pyle's Footracers Passed Through**

Lebanon On Their Way From **Conway to Waynesville**

"As a sort of whistling post between the two stations, Conway and Waynesville, Lebanon on Monday morning entertained about 2,000 visitors who gathered here to see the footracers pass through, on their way from Los Angeles to New York. The runners spent Sunday night in Conway and Monday night in Waynesville.

"As per announcement, the contestants began arriving in Lebanon a little after 9 o'clock. Among the first arrivals at this point was Sam Richman, of New York, who, in January, along with three brothers, had an unpleasant experience in this County. The Richman brothers then were on their way to Los Angeles, to enter the race. The two leading runners, Andrew Payne, of Claremore, Oklahoma, and Peter Gavuzzi, of Southampton, England, passed through soon after 9 o'clock. The last of the pedestrians went through Lebanon at 12:45 p.m. The contestants left Conway at 7 o'clock Monday morning, and had to be in Waynesville by 12 o'clock Monday night, to remain in the race.

"Several of the runners stopped in town for refreshments in the way of ice cream, sandwiches and other edibles, and Sam Richman took time to buy a pair of new shoes while he was here. Sam visited a few minutes with Sheriff Allen and a few other acquaintances he picked up during his stay here in January. He expects to be in the line of winners when the racers arrive in New York. Some of the racers trotted their way through town, while others plodded ahead in a flat-footed walk. One of the men stopped on a convenient lawn, not far off Commercial street, and took an after-lunch nap. He said he had a nap every day after noon, whatever happened.

"At all points in the County, along the highway, Conway, Phillipsburg, Brush Creek, at the filling stations, crowds gathered to see the racers as they passed along. The Lebanon Chamber of Commerce arranged for a detour at this point, and the runners left Highway 66 at the sign on the Springfield road, came through Commercial



Bunion Derby runners on Route 66 in Arizona on March 17, 1928. Photo courtesy of U.S. Forest Service, Kaibab National Forest

street, and passed out of town by way of the Mill Creek road, to the sign across this road at 66.

"C.C. Pyle, Red Grange, the famous football star, and other guests travel in a special Fazeol cruising coach. The coach, with Mr. Pyle and Red Grange, arrived about 10 o'clock, remaining but a short time. The traveling broadcasting station came in before the runners and remained here several hours.

"While Ginsto Umek, of Trieste, Italy, No. 79 in the official list, led the way into Conway, ... , Phillip Granville of Hamilton, Ontario, and Ed Gardner, of Seattle, led into Waynesville. Umek again was in the lead into Rolla.

"In the official list of entrants in the race, 249 names were entered. Of these, 150 left Los Angeles in the race. At Springfield, three of the runners were dropped, and this reduced the number in the race to seventy-three. This number of racers passed through Lebanon. By the time the last lap into New York is reached, many more reductions

likely will occur. Some of the men going through Lebanon Monday were very tired and footsore. The shortest time made by any runner between Conway and Waynesville, 51.9 miles, was 7:42:06. Payne, who holds the lead over all the runners, made it from Conway to Waynesville in 9:23:12.

"George M. Rehayn, the 'singing Dutchman,' a big German, No. 208 in the list, entertained the onlookers with German ditties as he passed through town.

"The entertainment derived from the passing through of this aggregation of men, representing nationalities covering the world, was well worth what it cost the Chamber of Commerce, and the opportunity to study faces and characteristics of these men from every part of the globe was rare. The 2,000 or more people who formed a double line up and down Commercial street very greatly enjoyed the show."

In a separate story, the newspaper reported that Conway merchants were so inspired by

the foot race that they had started planning a two-day race from Conway to Springfield and back in May.

The newspaper's "Stoutland Stuff" correspondent reported having gone to the highway to watch the race "and it was some sight." Runners were of "all ages and sizes." The correspondent added: "Some seemed like they were about ready to give up the fight."

Kelly wrote in her book that "fifty-five bedraggled, emaciated, exhausted men ... slogged into Madison Square Garden on the evening of May 26." Payne was the overall winner at 573 hours 4 minutes.

The Bunion Derby, Kelly concluded, "did bring Route 66 to the nation's attention. It became known as a highway to be reckoned with, a road of romance, and the thoroughfare that connected humdrum middle America with golden and glowing southern California."

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Rock Ridge Station was located on what today is Hidden Hills Road.

Charley Gilmore built this station west of the Gasconade River Bridge at the same time I-44 was built, because for a few years this segment of Route 66 still was being used as I-44's westbound lanes. Estill Clay, the first employee, remembers pumping the first tank of gas at the station. Al Harper was the subsequent operator, selling Skelly gas. The station still stands today on Hidden Hills Road.



Brochure promoting Eden Resort, just west of the Gasconade River Bridge.



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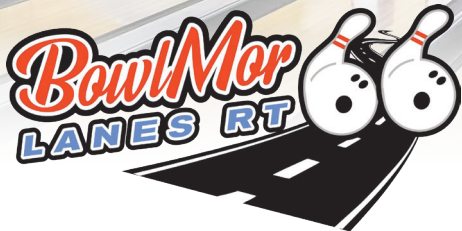


Tommy Speaker in 1946 in front of the original Speaker's Station in Lebanon.



Caldwell Truck Stop on Old Route 66, looking east toward the Nelson Tavern, on Dec. 4, 1957, shortly after New 66 (today's I-44) had opened. Dave Caldwell bought the old Claxton Hotel in 1949. The business remained open until 1971. It's now the site of Ed Morse Ford.

Some things never go out of style... *come have a ball on Route 66!*



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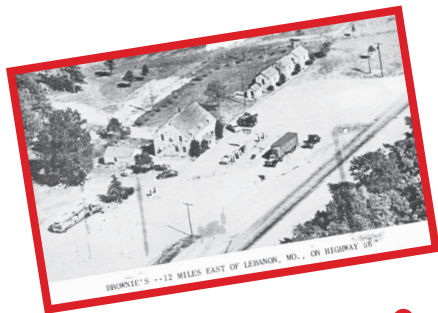
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Brownie's was a popular roadhouse with cottages 12 miles east of Lebanon on Route 66.



The Bell Motel and Restaurant, where presidential candidate Barack Obama ate in 2008.

Traveling – it leaves you speechless, then turns you into a storyteller. *~Ibn Battuta*

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Located on Old Route 66 in the same location as the old Midway Cafe and Motel where Bonnie and Clyde have been rumored to have stayed. Only 11 miles to Bennett Spring State Park and 13 miles to Lebanon, these spacious, rustic authentic grain bins are sure to make some memories!



HAZELGREEN TO SLEEPER

To start the westbound tour, exit Interstate 44 at Missouri 133 (Exit 145) and go south to the outer road, which is Route 66. Turn right (west). Set your trip meter to zero at the Laclede County line. **Buildings and landmarks from the Route 66 era that still can be seen are boldfaced in this guide.**

Mile 0.0 (Eastbound Mile 36.0) — Pulaski-Laclede county line. Start of tour.

Mile 0.2 (Eastbound Mile 35.8) — Long thought (incorrectly) to have been a Route 66 motel, the long building on the south side was built by Neil and Mildred Hancock as six apartments rented mostly to military families. In the late 1960s, the property was acquired by Elva Lea Stewart Henson, who converted the eastern two apartments into a beer-and-pizza joint, the Wayside Inn. “It was mostly a joint for locals to hang out,” Rich Green, Henson’s cousin and the current owner, said. The bar featured live music, including an impromptu appearance by Waylon Jennings. It closed about 1998.

Mile 0.2 (Eastbound Mile 35.8) — Take a quick glance north across I-44 to see where Ed Lentz’s one-time Oasis Truck Port and Café was located before being destroyed by fire last year. The truck stop — built in 1956 (garage) and 1958 (restaurant), then closed in 1976 — was accessible from Route 66 via the old, pre-overpass alignment of Missouri 133. Between 1951 and 1993, Lentz operated gas stations in four different locations on Route 66 in Laclede and Pulaski counties. Three locations included restaurants. Two had motels. Three were called the Oasis Truck Port. Twice, he was forced to start over because the state moved a highway. This location was No. 2. The last location, on Missouri 133 north of I-44 at Hidden Hills Road, survives under different ownership.

Mile 0.3 (Eastbound Mile 35.7) — The old Phillips 66 station on the south side, at various times operated by Kenneth Howlett and Roma Hoffman, shared a parking lot with a café that also was one of the first Walnut Bowls stores. Both businesses were impacted when Missouri 133 was moved to the new overpass in the early 1970s.

Mile 0.7 (Eastbound Mile 35.3) — Jack and Andrew Brazier built the first store at Hazelgreen in 1870. The field on the south side was the site of Walker’s Resort, run by John and Lola Walker and Lee and Alva Walker. The resort was next to the Hazelgreen Store and Post Office and a Sinclair gas station. On the north side, where I-44 is now, were another gas station and Parsons Lodge, advertised in the early 1930s as a “peaceful spot where you can rest, and every desire for fishing, boating, swimming, driving, riding or hunting can be enjoyed in the fullest measure.” The grounds included a dining room with home-cooked meals, tennis court and croquet court, and the owners “personally stocked the waters adjacent to Parsons Lodge with thousands of bass.” At the top of the hill across I-44 was the Cedar Bluff Resort, started by G.E. and Laura Wrinkle, the parents of Glenn Wrinkle, who operated Wrink’s Market in Lebanon. Glenn described the resort as consisting of a farm house, one-room and four-room cottages, and tents. Meals and rooms at the residence were \$2 per day, \$12 a week, and \$45 a month. A younger generation will remember the Black Cat bar, liquor store and bait shop west of the cemetery on the south side of Route 66.

Mile 0.9 (Eastbound Mile 35.1) — Hazelgreen Methodist Church on south side was rebuilt in 1957 after the construction of Interstate 44 forced the old church to be razed.

Mile 2.2 (Eastbound Mile 33.8) — Riverview Restaurant and a gas station were on the north side just before the old Gasconade River Bridge.

Mile 2.1 and 2.5 (Eastbound Mile 33.9 and 33.5) — To access the historic Gasconade River Bridge, look for turnoffs to the south on either side of the new bridge, which opened Aug. 2, 2019. As 2023 begins, the Route 66 Association of Missouri is making progress to save the old bridge from demolition with a goal of rehabilitating it for pedestrian and bicycle use. The bridge’s four spans include two Parker Trusses, one Pratt Truss and a Warren Pony Truss. The bridge was built from 1922 to 1924, before Route 66 was born. Even after the westbound lanes of Interstate 44 were built in the mid-1950s, the old bridge carried eastbound highway traffic into the 1960s and local traffic until December 18, 2014, when it was closed because of extensive deterioration. Actually, this was an historic site a century before Route 66. The first cabin constructed by a white man in what became Laclede County was built on the west side of the river by Jesse Ballew in 1820.

Mile 2.5 (Eastbound Mile 33.5) — Just west of the old bridge, Eden Resort was on the hill to the south. According to the Winter 1995 edition of Show Me Route 66 magazine, Eden “was a popular resort for float trips and camping on the Gasconade River, used mostly by locals and vacationers. In 1935 there were 14 cabins, renting for \$1.50-\$3.00.” A 1955 ad in the Kansas City Star promoted Eden Resort as an “Ideal Vacation Spot” for family groups and honeymooners. On the opposite side of Route 66 was Eden Roadside Park. Construction of I-44 in 1956 demolished the resort’s bricked entrance and bus stop, although it remained open into the early 1970s.

Mile 2.6 (Eastbound Mile 33.4) — Take a quick glance across I-44 to see where the original alignment of Route 66 continued on the north side. Until all lanes of I-44 were completed, motorists in this area used Route 66 for eastbound travel in some locations, westbound travel in others.

Mile 4.2 (Eastbound Mile 31.8) — Junction with Highway N indicates where, if you’re westbound today, Route 66 returned to the south side of the present I-44.

Mile 5.1 (Eastbound Mile 30.9) — Pull to the right (north) side of the road just before the storage buildings on the left. Look through the trees on the right to see the debris-filled foundation of what was a large, two-story building built for J.P. Headen’s Station. It changed hands many times, becoming an early location of Geno’s, a popular pizza place and bar (before it moved farther west), then the Save U More gas station run many years by Merle Kelly and later by Bill Lynch. The last business in the building was Hidden Valley Gifts. The building was demolished in the winter of 1992. The abandoned roadbed to the west, between this site and the former Andy’s Midway, was the original road to Stoutland.

Mile 5.2 (Eastbound Mile 30.8) — Junction of highways T and N. At the northeast corner was Midway Restaurant, long known as Andy’s Midway. Today, it’s the fenced-in site of a trucking company.

NOTE: Route 66 enthusiasts who want to drive every mile of existing pavement should cross the overpass to the north side of I-44, then turn right (east) on the dead-end outer road, Hidden Hills Road (road sign is occasionally missing). Reset your trip meter at zero as you turn on the road. At .8 mile, you’ll notice a change in pavement. This is approximately where westbound Route 66 returned to the south side of the future I-44. Traveling east, Sunrise View Tourist Court and Standard Station was the first business on this segment of Route 66. The house on the left at mile 1.1 was part of Sunrise View, and the cedars indicate where the gas pumps were. Sunrise View was built in 1926 by Lee and Marie Moore. The six log cabins (with community showers) rented for \$1 to \$1.50 each night during the summer season only. Sunrise View stayed in operation until the mid-1950s, when I-44 was built. Across from Sunrise View, on the south side, was Cedar Crest store, cabins and station, at one time operated by Jim Harrison. Just east of Sunrise View (just past a blue house today), a promoter in 1971 dug a well, built a gravel parking lot and erected a tall sign identifying it as “God’s Well.” Directly in front of the concrete-block well house were five water fountains. The owner advertised in the Kansas City Star that Christ had appeared at the well three times. The water was promoted to have curative benefits and shipped all over the country, but God’s Well was short-lived as a tourist attraction. Rock Ridge Store and Station was on the north side at the 1.5-mile mark, where a newer house and garage sit today. The Rock Ridge well house still can be seen. George and Alice Hugle owned the business in the early 1940s. Lloyd and Sylvia Engle bought Rock Ridge Store and Station in 1948 after he retired from Shell Oil Refinery in Illinois and came to the Ozarks. “He had driven through the area and loved it so much he moved his wife and daughter here,” a granddaughter related. Lloyd died in 1951 or 1952. Later, the Rock Ridge Store was owned by George Perkins, then Warren Nusbaum. Alonzo and Julia Burgess managed Rock Ridge for Nusbaum for 10 years until the new highway came through in the 1970s. You’ll see the well-preserved remains of Al Harper’s Skelly Station, with its curbed driveway, on the left at the 2.3-mile mark. Charley Gilmore built the station at the same time I-44 was built, because for a few years this segment of Route 66 still was being used as I-44’s westbound lanes. Estill Clay, the first employee, remembered pumping the first tank of gas at the station. Al Harper was the subsequent operator. You can follow the old pavement for 2.6 miles, to the second dead-end sign, to see where Route 66 crossed the future I-44 again as it approached the Gasconade River Bridge. Turn around at your convenience and return to

the overpass to resume the tour. Mileage for the rest of the tour resumes at 5.3, the distance from the county line.

Mile 5.3 (Eastbound Mile 30.7) — Just past the junction of highways T and N, on the northwest corner where truck containers are stored today, was The Harbor roadhouse, at various times called Lucy's Truck Stop, Brownie's, Andy's Midway (until it moved east across the road) and, finally, Geno's, a pizza restaurant protected by a dog that was overweight because, it was said, everyone fed it pizza. (In the late 1960s or early '70s, Geno's moved to where Alva Starnes Auto is on Route 66 near the Lebanon east city limits.) Several cottages were on the east side of the property. A gas station on the south side of Route 66 was operated at one time during the Route 66 era by Bill Wagoner.

Mile 7.1 (Eastbound Mile 28.9) — **Only the pump island remains of what once was Riley's Snack Bar and Souvenirs, with a single cabin to rent, on the left (south) side of the road.** According to Bill Wheeler's "Windshield Tour" of Laclede County, the stop first was called the Red Ball Gas Station, selling Tydol gas. "Bud and Ruth Riley operated this stop from 1947 to 1965," Wheeler wrote. Bud Riley remembered years later that tourist business improved after the family stopped selling groceries and concentrated on selling Ozark souvenirs, low-priced cigarettes, and sandwiches. The family also erected "many road signs." Ruth's mother "made a good Sloppy Joe on a bun," Riley recalled. A lot of the soldiers from Fort Wood ordered them with a beer (3.2 variety). "The business burned in December 1971.

Mile 8.0 (Eastbound Mile 28.0) — **On the north side, past the white house and green shop building, you'll see an original giraffe-rock cabin from the Blue Moon Camp, later known as the Blue Moon Motel. The business included an office, restaurant and gas station.**

Mile 8.8 (Eastbound Mile 27.2) — **Opposite Redwood Lane, note the old one-lane bridge on the right (north) that at one time was a road to Sleeper.**

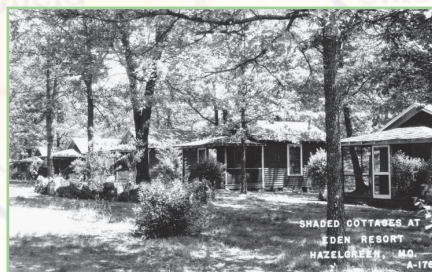
Mile 10.0 (Eastbound Mile 26.0) — At the junction of Highway F on the south side of I-44, a short stretch of Route 66 continues west on Pennington Drive. To continue the tour, turn right at the junction and cross over Interstate 44 at exit 135. Pick up Route 66 on the other side. Follow signs.



MILE 2.1 - THE GASCONADE BRIDGE



MILE 0.7 - LEE WALKER'S RESORT



MILE 2.5 - SHADED COTTAGES AT EDEN RESORT



MILE 2.5 - EDEN ROADSIDE PARK

MM 10.0



SLEEPER

HAZELGREEN

MM 0.2

MM 0.3

MM 0.0

MM 0.7

MM 0.9

MM 2.1

MM 2.2

MM 2.5

MM 4.2

MM 5.1

MM 5.2

MM 5.3

MM 7.1

MM 8.0

MM 8.8



SLEEPER TO WRINK'S

Note: Buildings and landmarks from the Route 66 era that still can be seen are boldfaced.

Mile 10.4 (Eastbound Mile 25.6) — From Highway F (the I-44 overpass at exit 135), turn west on Route 66, the outer road. Route 66 now is on the north side of I-44.

Mile 10.9 (Eastbound Mile 25.1) — The curve across from Willard Quarry is about where Route 66 originally crossed from the south side of the future I-44.

Mile 11.3 (Eastbound Mile 24.7) — **The Lebanon I-44 Speedway was built by Bill Willard and opened as a dirt track in 1983. It has been converted to asphalt twice, most recently in 2010, and is known as one of the finest racing facilities in the Midwest. Nationally known drivers such as Rich Volger, Tony Stewart, Steve Butler and Steve Carlson have found the speedway to their liking, while drivers such as Mike Wallace, Jamie McMurray and Carl Edwards used the track to help vault their careers.**

Mile 11.6 (Eastbound Mile 24.4) — **A sign advertising CAFÉ, FRIED CHICKEN and HOME MADE PIE and a rocket that once stood along the road are all that are left from the Satellite Cafe and Phillips 66 Space Station, just west of the Lebanon I-44 Speedway. Loren and Norma Alloway operated the café, and LeRoy Hawkins ran the station. They closed in the 1970s. The old cafe building burned in 1999. The original counter and stools from the café are on display in the Lebanon Route 66 Museum.**

Mile 12.4 (Eastbound Mile 23.6) — **Now apartments, 4 Acre Court, on your right (north), was called 4 Acre Camp when built in 1939 by Ray Coleman and Blackie Walters. According to the 2002 book "Route 66: Laclede County Memories, 1926-1957," it included "family units and a campground, along with the station/residence in front." Phillips 66 and Tydol gas were sold at various times. One cottage burned in 2003. Four cottages and the main building remain. Note the bell hanging in front.**

Mile 12.7 (Eastbound Mile 23.3) — **Past the "Butcher Beef" sign: Only the foundation of the restaurant and one of two pedestals that once supported flag poles and an arch over the entrance remain — both can be seen from the highway — from a landmark Route 66 motel and restaurant known by two names. The Vesta Court opened in 1937 with several cabins. Clayton Lein bought it after spending a night there in 1942 and added a restaurant in 1947. In 1956, Vesta Court was advertised as a "Motor-Motel having 23 modern units, a restaurant and a Texaco gas station." Forrest "Tiny" and Marie Luper bought the Vesta Court on July 4, 1957. "The name was changed to El Rancho Motel and we began to remodel and redo the property, plus we had to move 42 Shetland ponies to the Ozarks," Marie recalled years later. Five weeks after they bought the motel, Forrest Luper, 54, died.**

Mile 13.0 (Eastbound Mile 23.0) — **At northeast corner of Grandview Road and Route 66, you can see the foundation of the Skyline Café along the highway and, if you look carefully amid the mobile homes, one rock building from the 12-unit Skyline Motel, originally owned by Jack Church. The café was destroyed in a November 1968 fire. A sale was held at the Skyline Motel in July 1971.**

Mile 13.8 (Eastbound 22.2) — **K and T New Deluxe Court was in this general area. "When I-44 was being built it went right through the property where K and T Courts was," Gus Sorenson recalls. Sorenson is the grandson of Thomas Viggo, the "T" in K and T Courts. "The 'K' was for Ken Knox; he was the husband of my**

grandmother's sister, Louis Gehl Knox." Sorenson remembers that Viggo "bought one of the cabins at auction and made it into a house on what is now Pennington Drive."

Mile 14.2 (Eastbound 21.8) — **Scotty's Tourist City, with three cabins, a café with eight stools and two tables, and a Skelly station/liquor store, was on the right (north). Dennis Scott was the owner. Joe Sonderman writes in "Route 66 in the Missouri Ozarks": "The café offered just nine items, from a 25¢ hamburger to a southern fried chicken dinner for \$1." One building remains but is unrecognizable because of additions. The Silver Slipper nightclub was next door. The Silver Slipper was open seven days a week from 9 a.m. to 1:30 a.m. featuring beer, sandwiches and dancing.**

Mile 14.2 (Eastbound Mile 21.8) — **Across I-44 on the left (south), just before the mileage sign, is the approximate location of the 66 Motel, built about 1940 as Weideman's Court and later operated by Adrin J. Lowry family. It closed in 1962 and was razed in the 1970s.**

Mile 14.7 (Eastbound Mile 21.3) — **Arrive in Lebanon (1930 population: 3,562). Opposite the city-limits sign, on the south side of Route 66, is where Harry "Shorty" Jones opened a Shell station in the late 1920s. Harry died in 1946, and Bill Jones Sr. took over the station, operating it until 1956 when it was torn down for the construction of Interstate 44. Bill Jones Jr. can pinpoint the station's exact location, because Route 66 now curves at that spot. The family still owned land across Interstate 44, so Bill Sr. opened Bill's Garage there. Bill Jr. later ran the garage for 10 years before retiring. Bill was president of the Lebanon-Laclede County Route 66 Society from 2016 to 2020.**

Mile 15.2 (Eastbound Mile 20.8) — **The beautiful neon sign on the left belongs to the iconic Munger Moss Motel, with gift shop, featured in many Route 66 books and Lebanon's best-known Route 66 landmark. Pete and Jesse Hudson operated the Munger-Moss sandwich shop, known for its barbecue, on the old alignment of Route 66 at Devils Elbow. In 1945, after their restaurant was cut off from the new four-lane Route 66, they moved it into a Lebanon building that previously had housed the Chicken Shanty. The Hudsons built the Munger Moss Motor Court the following year. Bob and Ramona Lehman bought the motel June 1, 1971. Bob died in 2019, but in her 52nd year of ownership Ramona remains active in Route 66 activities. Among its early customers:**

Harry James and his band when performing at Fort Leonard Wood. The long-gone Munger Moss Restaurant, owned in the 1950s by Jack Sponseller, was open from 6 a.m. to midnight in 1959. It was located on the site of the newer brick building to the west. The Munger Moss originally had gas pumps, and another small gas station was across the street to the north. Bob and Ramona Lehman were inducted into the Laclede County Route 66 Wall of Fame in 2022.

Mile 15.2 (Eastbound Mile 20.8) — **Across Route 66 from the Munger Moss, check out the new Route 66 mural inside the newly renamed Bowlmor Lanes RT 66. Artist Garrett Sixone Jackson describes the mural as "a massive illustrated journey to a trip down Historic Route 66 through Missouri. Starting in STL,**



● The Munger Moss Motel after installation of its now-iconic sign and arch over its entrance, plus the bricking of the units. Probably late 1950s.

traveling through the Ozarks and ending on the state line in Joplin, this visual voyage has scenes of Jesse James, Bennett Spring, Ha Ha Tonka, and includes the Spirit of St. Louis and the Hubble space telescope. There are many other treats for the eyes hidden throughout the work."

Mile 15.3 (Eastbound Mile 20.7) – The closed motel on the right (north) originally was the Green Gables Court, built in 1941, consisting of four cabins with attached garages. Later, the cabins were connected and the garages converted into additional rooms for the renamed Forest Manor Motel. Elsie and Lee Kimes purchased the motel in 1941 and operated it into the mid-1950s. It closed in 2017. Redevelopment is planned.

Mile 15.4 (Eastbound Mile 20.6) – Rock Court Motel and Café was located west of the Munger Moss, where the back buildings of Wyota Commons apartments are today. The motel had 16 "Strictly Modern Cabins among the trees" at one time. It was known as Clark's Rock Court when operated by Charles Clark. A later owner was Fred Parthier. In the early 1950s, the restaurant was open 24 hours a day and known for its Sunday chicken dinners. In later years the restaurant served steak, chicken and shrimp but was especially known for its pizza. The restaurant was razed in 1965, and the motel's furnishings were auctioned off in 1971. The last surviving rock cabin was torn down during the past decade.

Mile 15.4 (Eastbound 20.6) – The Holiday Motel was located on the right (north), past the Forest Manor Motel, where Tires, Brakes & More is today. Before being bought by B.G. and Marie Williams, it was known as the Travel Town Motel. Marie, who previously had owned the El Rancho Motel, served on the Missouri Tourism Commission for six years.

Mile 15.4 (Eastbound Mile 20.6) – Historic Wrink's Market on right, was operated by the late Glenn Wrinkle, a true Route 66 ambassador, from 1950 until his death in 2005. It was reopened under the name The Vintage Cowgirl at Wrink's Market by his granddaughter, Katie Wrinkle, in 2017. Today, The Vintage Cowgirl is an award-winning restaurant bringing you the nostalgia of Wrink's Market on Route 66. Glenn Wrinkle was inducted into the Laclede County Route 66 Wall of Fame in 2022.

Mile 15.4 (Eastbound Mile 20.6) – Look to the left for the "Lock Your Love on Route 66" sign accessible from the convenience store's parking lot. The sign features two intersecting hearts with grids where couples can place a padlock that symbolizes their love – publicly if they include their names, privately if not. The idea is that they throw away the key, ensuring that their love lasts forever.

SLEEPER ★

MM 10.4

MM 10.9

MM 11.3

MM 11.6

MM 12.4

MM 12.7

MM 13.0

MM 13.8

MM 14.2

MM 14.7

MM 15.3

MM 15.2

MM 15.4

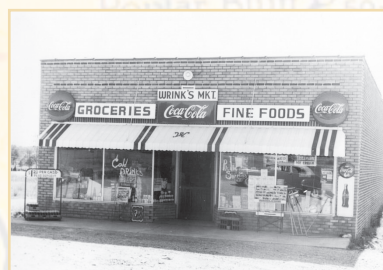
★ **WRINK'S**



MILE 12.4 - THE 4-ACRE COURT / 4-ACRE CAMP



MILE 14.7 - SHORTY JONES SHELL STATION



MILE 15.4 - HISTORIC WRINK'S MARKET



MILE 15.4 - THE ROCK COURT MOTEL



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NEARLY 350 BOOTH SPACES TO ENJOY



WRINK'S TO HIGHWAY 5

Note: Buildings and landmarks from the Route 66 era that still can be seen are boldfaced.

Mile 15.5 (Eastbound Mile 20.5) — Route 66 turns right (west) at the Munger Moss billboard, just past Wrink's Market.

Mile 15.6 (Eastbound Mile 20.4) — The vacant lot on the left (south side) was the site of the Bell Restaurant, built by Clinton Bell in 1964 and closed in late 2010. Future President Barack Obama campaigned there on July 30, 2008, prompting the Bell to be mentioned in Newsweek magazine. **Several units of the adjoining Bell Motel survive as Mary's Budget Inn.**

Mile 15.7 (Eastbound Mile 20.3) — A Standard Oil gas station was opened in the mid-1950s by Tom Saunders. The building, in recent years used for a car lot, was torn down in 2020.

Mile 15.7 (Eastbound Mile 20.3) — On the left (south side), the block building that now houses Shaggy Shears Pet Grooming, from 1960 to 1982 was the popular Big Wig Drive-In, home of the Big Wig Steak, a breaded-beef sandwich in a hoagie bun with homemade hot sauce. "I sold those things by the carload," owner Bernie Bollig remembered. Bernie died Jan. 20, 2017, the morning after he was interviewed about the Big Wig. Read the interview at LebanonRoute66.com.

Mile 15.8 (Eastbound Mile 20.2) — On the right (north side), the former Speaker's Mobil is virtually unchanged from its later Route 66 days. The first gas station on the site was built by Tom Bacon when Route 66 came through town in 1926. According to a 1934 business directory, Bacon also had a tourist camp with cabins. The station sold Shell products but switched to White Eagle (a predecessor of Mobil) in 1933 when Bacon's son-in-law, Thorny Speaker, took over. The Speaker family, through their Home Oil Co., became a distributor of Mobil products, selling gasoline, diesel fuel, fuel oil, hydraulic oil and industrial oil by the truckload over a wide area. The station you see today was built in 1952 and closed in the late 1990s. A family propane business continued until 2004. You still can see the ghost of the Mobil Pegasus at the top. The Bacon-Spears family was inducted into the Laclede County Route 66 Wall of Fame in 2023.

Mile 15.8 (Eastbound Mile 20.2) — On the left, across from Speaker's Mobil, was the Del-Ray Motel, owned by Ray and Gladys Reid. The motel had a Phillips 66 gas station operated by Tolliver Jones. The last three units were torn down in 2019.

Mile 15.9 (Eastbound Mile 20.1) — The construction of State Road No. 14 — soon to be renamed Route 66 — through Lebanon in 1925 and 1926 meant traffic would bypass the business district downtown. An arched sign over Millcreek Road (on the right at the stoplight) once enticed visitors to turn off Route 66 and drive downtown. The sign welcomed tourists with the words, "Our Town, Your Town," the winning slogan in a Chamber of Commerce contest. A similar sign was built across Springfield Road. Reproductions of the arch are at Boswell Park. You can see from the private driveway on the right how Millcreek Road originally curved toward downtown. A small Standard Oil station once stood to the right of the old alignment.

Mile 16.1 (Eastbound Mile 19.9) — The stately mansion at the intersection of Sherman Avenue on the right reopened to the public in 2018 after eight months of remodeling and restoration as The Manor House Inn, a bed-and-breakfast targeting Route 66 travelers. The ambitious project by new owners Randy and Bronwen Palilla and Jason and Michelle Cochran returned the home to its earlier role on The Mother Road. From 1932 until the early 1970s, the building provided overnight accommodations to Route 66 travelers under the names Lenz Tourist Home, Lenz Homotel — an amalgamation of "home" and "motel" — and, in its later years, simply the Lenz Motel, operated by William and Ethel Lenz. The Lenz family was inducted into the Laclede County Route 66 Wall of Fame in 2023.

Mile 16.2 (Eastbound Mile 19.8) — Across from today's Cowan Civic Center, on the site of Sing Rental, was Camp Joy, with 400 feet of Route 66 frontage, believed to be Lebanon's second tourist camp. In June 1927, when Route 66 was a two-lane gravel road, Mr. and Mrs. C.E. Spears and their son and his wife, Mr. and Mrs. E.G. Spears, bought the city block that was bordered by Route 66, Catlin Avenue, Spiller Avenue and Sherman Avenue after counting the out-of-state cars that passed by over a three-day period. The original cabins were built in a "U" facing the highway. The operation also included a Standard (later Sinclair) gas station and across Catlin Avenue, the Blue Bird Café, operated by a family member. Later known as the Joy Motel, it stayed in the Spears family until 1971. The last surviving cabin was donated in 2019 to the Lebanon-Laclede County Route 66 Society for restoration and is now on display at Boswell Park. The Spears family was inducted into the Laclede County Route 66 Wall of Fame in 2022.

Mile 16.3 (Eastbound Mile 19.7) — The west side of the building on the right at 379 E. Elm, was the Blue Bird Café, a popular spot for overnight guests at Camp Joy. In Route 66 days, the café was open until 11:30 p.m.

Mile 16.3 (Eastbound Mile 19.7) — The canopy is gone and the roofline has changed, but the building that houses Mike-E-Auto Sales was

the Pat O'Quinn DX Station in the 1940s. J.A. Loney was a prior owner.

Mile 16.4 (Eastbound Mile 19.6) — The white-block Pro-Tech Auto Repair on the right is on the site of the Street Car Grill, which operated from 1937 to 1961. According to historian Kirk Pearce, the business consisted of two former street cars that were brought from St. Louis to Lebanon and joined together. It had several owners and managers through the years, including Perk Loney, an Allen, and Alta Weaver, but Andy Liebl Jr. operated it the longest, when it was known as Andy's Street Car Grill. The restaurant boasted "The Finest Foods In The Ozarks Served Here" and was known for "Andy's Famous Fried Domestic Rabbit." Charley and Berniece Getz were the last owners.

Mile 16.4 (Eastbound Mile 19.6) — Orchard Hills Package Store on the northeast corner of Elm and Washington still has the look of its original purpose as Carter and Lawson's first Lebanon gas station, featuring Barnsdall gas (later Phillips 66) and Quaker State Oil. The garage on the right end was added in the 1960s. A gas station operated here until 1971, when then-owner Dean Elmore moved his package store from its original 1946 location, farther west on Route 66. Orchard Hills celebrated its 75th anniversary on Route 66 in 2021. Another Carter and Lawson station was on the southeast corner of Elm and Jackson.

Mile 16.4 (Eastbound Mile 19.6) — Best known as the old Wood & Goss DX service station, the building at the southeast corner of Elm Street/Route 66 and Adams Avenue has been restored to honor its DX heritage since being bought by the Weaver family in 2014 as an office for their car lot. Across the street to the west was Owens Conoco, which no longer stands.

Mile 16.4 (Eastbound Mile 19.6) — The building housing Jude's Coffee Company with big glass windows at 211 E. Elm was erected after World War II by S.H. (Harry) Winsor for his Winsor Motor Co., a Lincoln-Mercury and Kaiser-Frazer dealership that he had until 1957. Winsor also built a Shell gas station in what today is the parking lot. "He wanted the Shell name because there weren't any for many miles," his granddaughter recalled. Winsor's son-in-law, John Klug, held the Shell franchise. Weidemer Chevrolet Co. and Barber & McCrory, "Your Nash Dealer," also were on Route 66 between Adams and Washington in the early 1950s.

Mile 16.5 (Eastbound Mile 19.5) — The northeast corner of Highway 5, the present site of Walgreens, is best remembered as the former site of the Greyhound Post House ("Delicious Sandwiches-Coffee-Drinks"). Until 1947, the business was known as the Union Bus Station, owned and operated by Alma and Joe Knight. "With the establishment of a new bus station at Highway 5 and Route 66, Lebanon emerged as a favorite short-distance weekend travel destination for (Fort Leonard Wood) soldiers in training . . ." according to the Feb. 1, 1942, Springfield News & Leader. The depot also sold Standard gasoline. Next to the bus station, on the northwest corner of Adams and Route 66, was the Lowrance Sinclair Station (owned in 1956 by Paul Jones), which was a Volkswagen dealer shortly before being torn down in 1970 for Johnson-Hough Ford's new building. The Ozark Cafe, also known as the Ozark Sandwich and Gift Shop, was on the south side of the street. It was bought by Leonard and Vicky Hays in 1948 and remodeled in 1956-57. John Ellis bought the business in 1960. It closed in 1966. The Ozark Cafe had the first franchise in the area to serve broasted chicken. The vacant gas station on the southeast corner was built as a Texaco in the 1950s.

Mile 16.5 (Eastbound Mile 19.5) — We know that the Nelson Service Station (southwest corner) wasn't the only gas station at the Route 66-Highway 5 intersection in the 1920s. At the northeast corner, where Walgreens is today, J. Ward Owen operated the Log Cabin Filling Station. A 1928 ad lists the National Highway Garage "on Main Street of America at Junction of Highway No. 66 and No. 5." The garage offered the "Only Complete Wrecking Service Between St. Louis and Springfield." A 1934 business directory lists a Conoco service station operated by Twyman Edwards at this intersection.

NOTE: Turn left (south) at the Highway 5/Jefferson Avenue intersection for a short detour to the Lebanon-Laclede County Route 66 Museum in the Lebanon-Laclede County Library, which includes the new Laclede County Route 66 Wall of Fame and a Route 66-themed gift shop. The museum and library are located at the first stoplight south (turn right/east at the light). The 3,500-square-foot museum, which opened in 2004, honors the legacy of Route 66 in Laclede County. It attracted visitors from 49 countries and 49 states last year. The museum is open 8 a.m. to 8 p.m. Monday through Thursday, 8 a.m. to 5 p.m. Friday and 10 a.m. to 4 p.m. Saturday. Closed Sunday. Admission is free. Make sure you see the new Laclede County Route 66 Wall of Fame honoring "those who made exceptional contributions to the development or promotion of Route 66 or who operated legendary businesses on Route 66 in Laclede County, Missouri."

Return to the intersection of Highway 5 and Route 66/Elm Street. Turn left/west. Mileage resumes at 16.5.



MILE 16.5 - LOG CABIN FILLING STATION



WRINK'S

MM 15.5

MM 15.6

MM 15.7

MM 15.8

MM 15.9

MM 16.1

MM 16.2

MM 16.3

MM 16.4

MM 16.5

HIGHWAY 5



MILE 16.1 - THE LENZ HOMOTEL



MILE 16.2 - CAMP JOY



MILE 16.4 - ANDY'S STREET CAR GRILL



HIGHWAY 5 TO WEST LEBANON

Note: Buildings and landmarks from the Route 66 era that still can be seen are boldfaced.

Mile 16.5 (Eastbound Mile 19.5) — Continue west on Route 66 (Elm Street) across Highway 5, then pull into a parking lot so you can imagine what used to be. You are in “Nelsonville.” Historian Ross Malone notes that in 1897, the Nelson apple orchard was the largest in the world with 138,000 trees on 2,300 acres. When Route 66 was being built through Lebanon, Col. Arthur T. Nelson owned the 40 acres of land on this side of Highway 5. He gave the state the right-of-way through his land, and, as reported in a 1926 Lebanon newspaper, he “began the establishing of what has grown into a village in itself, with filling station, the inn, cottages for tourists, each cottage distinguished by the name of a State, equipped with beds and facilities for cooking, toilet accommodations, restrooms — everything for the comfort and convenience of travelers.” The filling station was on the southwest corner, where the supermarket is today. To the west, Nelson built the eight-cabin Top O’ The Ozarks Inn in 1926, followed in 1931 by Nelson Tavern, a restaurant and hotel. In 1934, on the northwest corner, Nelson built the stone cottages of Nelson’s Dream Village, which, according to a Lebanon newspaper, he “planned to be the most beautiful and modern cabin accommodations on the highways of the middle west . . .” You’ll see a replica of the fountain from Nelson’s Dream Village in Boswell Park in a few minutes. The Nelson family was inducted into the Laclede County Route 66 Wall of Fame in 2022. For more about Nelsonville, visit www.LebanonRoute66.com.

Mile 16.7 (Eastbound Mile 19.3) — Claxton Hotel and Truck Stop (selling Marathon gas) was listed in a 1934 business directory. Known as Caldwell’s Truck Stop and Café after Dave Caldwell bought it in 1949, the business was on the left (south side), where Ed Morse Ford’s Used Cars and Trucks are today. Joe Sonderman writes in “Route 66 in the Missouri Ozarks” that Caldwell’s son-in-law, Barney Brown, took over in 1954 and that the business closed in 1971. The Dairy Queen was just past the truck stop.

Mile 16.7 (Eastbound Mile 19.3) — It’s gone now, but the used-car lot on the right was the site of the unusual-looking Silent Nite Tourist Home, operated by James D. and Myrtle Stanton from 1937 until shortly after Interstate 44 opened and traffic on old Route 66 diminished. The building then was a chiropractic office for many years.

Mile 16.8 (Eastbound Mile 19.2) — The white-frame building with pitched roof on the right, just past Ed Morse Chevrolet’s used-car lot, was the North Star Café in Route 66 days.

Mile 16.8 (Eastbound Mile 19.2) — The intersection at Jackson Street (the first stoplight west of Highway 5) was important to Route 66 commerce, and two of the business buildings from that era still stand. On the northeast corner (right side), now a car lot for Day Enterprises, was Carter and Lawson’s second Lebanon station, which sold Mobilgas. Charlie Lane operated the station in the 1950s. Lynn Stowe later was its longtime operator. On the left, on the southeast corner, is Crow Paint and Glass, originally the home of H.V. Wallick Motor Sales, built in 1946, a Buick and Oldsmobile dealer. Wallick bought the land from the Wrinkle family in 1946 for \$1,400 and a 1941 Pontiac Silver Streak. On the southwest corner, the large metal building is on the site of the old American Legion hall. An ad from the early 1950s lists Dean & Jacobs Motor Co., a dealer of Hudson cars and White and Case farm machinery, at the northwest corner where Lake Regional Clinic is today. The Dean & Jacobs building suffered extensive damage in a 1952 fire. Later, it was the site of Welch Buick and, starting in 1960, Hugh Palmer Motor Co., a Lincoln-Mercury dealer. A Phillips 66 station also was at the northwest corner until the car dealership expanded.

Mile 16.8 (Eastbound Mile 19.2) — The vacant building (early 2023) on the left (second building from the corner on the south side), is on the site of Norman & Dickinson Sinclair. The empty lot on the north side, most recently a lumber yard, housed a Kaiser-Frazier dealership in Route 66 days.

Mile 17.0 (Eastbound Mile 19.0) — Turn left/south into Route 66-themed Boswell Park, then make a quick right onto 66 Mural Drive, which takes you to three Route 66 attractions: three Route 66 murals, the replica fountain from Nelson’s Dream Village and, on the hill, the last surviving cabin

from Camp Joy, one of Lebanon’s first tourist camps. Pose your car in front of the first mural, which depicts an iconic 1957 Chevrolet driving Route 66 at the entrance of Lebanon. The middle mural is a tribute to the Nelson family, which donated much of the land for Route 66 in Lebanon and later operated Nelson’s Dream Village and the Nelson Tavern at the Route 66 intersection with Missouri 5. The third mural shows a 1929 Texaco gas truck crossing the Gasconade River Bridge in eastern Laclede County. The mural images were kiln-fired into the ceramic tiles in Spain. See the plaque on the back of the first mural for a list of donors to the \$75,000 project. The Camp Joy cabin was moved from its original location on Catlin Street in 2019 following restoration by the Lebanon-Laclede County Route 66 Society. Make sure you read the story of Camp Joy on the cabin’s north wall. Also note the two “Our Town, Your Town” arches over sidewalks, a tribute to the arches that once welcomed Route 66 travelers to Lebanon. The park playground and the new amphitheater also have a Route 66 theme. Boswell Park is the site of the annual Lebanon Route 66 Festival, which is Saturday, June 3 in 2023.

Mile 17.2 (Eastbound Mile 18.8) — Lebanon’s Campbell 66 Express depot was on the left (south side), where the garage for Justice Furniture is today.

Mile 17.4 (Eastbound Mile 18.6) — Owl Tavern was on the right, just past where Rogers Auto Salvage is today.

Mile 17.6 (Eastbound Mile 18.4) — On the left, at the corner of Bland Road and Route 66, was Lowther Oil Co.

Mile 17.7 (Eastbound Mile 18.3) — Gene Barnett’s Skating Rink was on the right at the northwest corner of Howard Drive and Route 66.

Mile 17.8 (Eastbound Mile 18.2) — Red Fox Motel on the right (north side), now a pawn shop with apartments, was advertised in 1960 as being AAA approved and Duncan Hines recommended. A postcard’s description of the Red Fox: “Twelve fully modern units, equipped with fine Mengel furniture and Englander Super Hotel Mattresses, Automatic Panel Ray Heat with thermostat control. Ceramic tiled showers, Air cooled, fully insulated. Reasonable Rates.” Percy and Margaret Alexander owned the Red Fox from 1954 to 1962 during its prime. Before the Red Fox was built, Snortie’s Barbecue, run by Harry Smart, and later Roy Dees’ Blue Line Tavern were located to the rear of the site.

Mile 18.1 (Eastbound Mile 17.9) — Horseshoe Pond, on the right, was a popular spot for fishing, swimming and other recreational activities. The pond originally extended across what’s now Route 66/Elm Street, but the east end was filled in so the road could be straightened. This was outside the Lebanon city limits during most of the Route 66 era.

Mile 18.2 (Eastbound Mile 17.8) — The boarded-up Route 66 Motel (south side) was the White Sands Motel when Dale and R.G. Lillard built it. Some of the material came from old Army barracks at Fort Leonard Wood. The White Sands featured 32 rooms, air conditioning, with free TV, wall-to-wall carpets, panel ray heat, tub and shower and room phones. A restaurant and service station were next door. It also had a swimming pool. The two-story wing was demolished in 2021, but, as 2022 begins, a developer plans to remodel and reopen the single-story units.

Mile 18.3 (Eastbound Mile 17.7) — The Shepherd Hills Motel and Restaurant, plus Standard station, also was built by Dale and R.G. Lillard. Today, with only the east and south wings remaining from the original U-shaped complex, it’s the Americas Best Value Inn. The original motel featured free TV and AM-FM radios, telephones in every room, a heated swimming pool, a children’s playground and family rates. The restaurant seated 250. It included two dining rooms, a banquet room and a coffee shop. The complex included a beauty shop, a barber shop and the Shepherd Hills Gift Shop, operated by the Reid family, a predecessor to today’s famous Shepherd Hills Factory Outlets. Shepherd Hills Motel and Restaurant were widely known for good food and



MILE 18.1 - HORSESHOE POND



MILE 18.2 - THE WHITE SANDS MOTEL

HIGHWAY 5

MM 16.5

MM 16.7

MM 16.8

MM 17.0

MM 17.2

MM 17.4

MM 17.6

MM 17.7

MM 17.8

MM 18.1

MM 18.2

MM 18.3

MM 18.4

MM 18.5

WEST LEBANON

American
DRIVE-IN
Open 24h



MILE 18.3 - THE SHEPHERD HILLS MOTEL AND RESTAURANT PLUS STANDARD STATION



MILE 16.8 - CARTER & LAWSON'S

the rocks on the roof of both the motel and the restaurant.

Mile 18.3 (Eastbound Mile 17.7) — Circle Drive Truck Stop built in 1957, was on the left (south side) between today's Dowd's Catfish and BBQ and Shepherd Hills Factory Outlets. The truck stop sold Phillips 66 gas. Kermit and Phyllis Fletcher owned it from 1957 to 1962. Son Mickey W. Fletcher says the truck stop was open 24 hours a day, 365 days a year. Kermit was the mechanic and on-call all the time. "Dad could never get all the grease off his hands until many years after he left the station," son Mickey recalls. Several of the Fletchers' sons, particularly Bobby and Richard, worked as attendants and helped Kermit with the mechanic work when needed. The separately owned Circle Drive Cafe was on the north side of the station.

Mile 18.4 (Eastbound Mile 17.6) — On the left (south side), approximately where Waffle House is today, was the 66 Sunset Lodge, built by Olen and June Boston in the late 1950s. Rea and Ida Reid bought it on Jan. 1, 1961, renamed it the Capri Motel and expanded it to 10 rooms. Its post cards promoted these features: "Courtesy Coffee in Rooms, Air-Conditioned, Free TV, Hot Water Heat, Carpeted, Tile Baths." Today, the Reid family owns Shepherd Hills Factory Outlets, one of Lebanon's biggest tourist attractions.

Mile 18.5 (Eastbound Mile 17.5) — As Route 66 approaches Interstate 44, turn right at the stoplight onto Highway W to continue your Route 66 journey. **As you drive past Jones's Travel Center, note the arch declaring "ENTRANCE." Some believe that's the same arch that once greeted travelers at the Vesta Court east of Lebanon.**



WEST LEBANON TO CAFFEYVILLE

Note: Buildings and landmarks from the Route 66 era that still can be seen are boldfaced.

Mile 18.5 (Eastbound Mile 17.5) — As Route 66 approaches Interstate 44, turn right at the spotlight onto Highway W to continue your Route 66 journey.

Mile 19.5 (Eastbound Mile 16.5) — Albert Carlson's General Merchandise Store was on the hill on the right, where a home is today. Carlson, a blacksmith, sharpened and repaired picks, shovels and other tools for construction workers paving Route 66.

Mile 21.2 (Eastbound Mile 14.8) — On the left (south side), across from Dover Road, was the Bungalow Inn, consisting of cabins, a service station and a restaurant. It was razed when 1-44 was constructed in 1957, and the cabins were relocated about a quarter-mile toward Lebanon. From 1939 to 1945, the Bungalow Inn was owned by Gail and Izola Henson. Their daughter, Merylene Henson Dampier, remembers it having six cabins and a restaurant with probably two small tables and a few stools at the counter. "There was a little Ferris wheel in front of our living quarters." Mr. and Mrs. Henson did all the work without hired help. Later, the car of cowboy actor Tom Mix's wife burned at the Bungalow Inn while he was doing a show in Waynesville. According to Bill Wheeler's "Windshield Tour" of Laclede County, Mrs. Mix "was filling up with gas at the station when it suddenly burst into flames. . . . The car was destroyed, but the attendants retrieved some valuable jewelry from the car after the burned-out shell cooled down." Merylene adds: "Dad also saved one of Mrs. Mix's fur coats before the flames got too hot." Wheeler wrote: "Tom and his wife were so grateful that they took the owners of the Bungalow out for dinner and gave them tickets to Tom's show in Waynesville." Grover Husted may have been a subsequent owner of the business.

Mile 22.2 (Eastbound Mile 13.8) — Nothing remains of the McClary Motel, Café and Service Station on the north side of Route 66. Irv and Marge McClary moved about 1950 from St. Louis to Lebanon and bought the business. Irv ran the service station, and Marge, an excellent cook, ran the restaurant, working as both chef and waitress. They shared responsibilities for running the motel and lived in the apartment behind the restaurant. The restaurant closed sometime after I-44 opened, but the motel and station still were open when Irv died of a heart attack on Feb. 9, 1961. Marge died Feb. 15, 1970.

Mile 22.7 (Eastbound Mile 13.3) — Go left (south) across overpass at Interstate 44 Exit 123. To the left, toward the Happy Trails RV Center, is a short stretch of Route 66 from when the highway crossed the future I-44. To continue the tour, turn right (west) on the outer road (Campground Road) at Mile 22.9 to see a short segment of the original highway and the former site of the town of Caffeyville, which was virtually razed when

I-44 was built in 1957.

Mile 23.0 (Eastbound Mile 13.0) — The closed convenience store on the left is where Dr. Herbert's Shell Station with about six tiny tourist cabins and, later, Press Barnett's store were located.

Mile 23.4 (Eastbound Mile 12.6) — The Liberty Free Will Baptist Church is on the left. Turn around in the parking lot. Pause for a minute and try to picture where Route 66 crossed the present-day I-44. This is where much of Caffeyville was before it was razed for the interstate. On the right was the Chi-K-Go Tourist Court and Tydol (later Sinclair) Station, bought by Jerry Kavale, his wife Beatrice and their family in 1948 and operated until 1960 after being bypassed by I-44. Cabins rented for \$2 and \$3.50 in 1949. The name was changed to "Jerry's" in the late 1950s. Farther east on the right was Kay's Gift Shop. And on the left (north side), across from Kay's Gift Shop, was the Caffeyville Station and Restaurant, depicted in many photos from the era. According to Bill Wheeler's "Windshield Tour" of Laclede County, "Floyd Caffey started his business by serving cold ice water to the construction workers when Route 66 went through western Laclede County." Joe Sonderman writes in "Route 66 in the Missouri Ozarks" that when built in 1924, Caffey's gas station was the first on Missouri Route 14 — predecessor to Route 66 — between St. Louis and Springfield. In 1952, five years before Caffeyville was bulldozed for I-44, Floyd Caffey rented his station and café to Mr. and Mrs. Ray Jones. To continue your tour, backtrack to the I-44 overpass.

Mile 24.1 (Eastbound Mile 11.9) — Go left (north) across overpass. Return to Highway W and go west.



The Capri Motel was at today's location of Shepherd Hills Factory Outlets.

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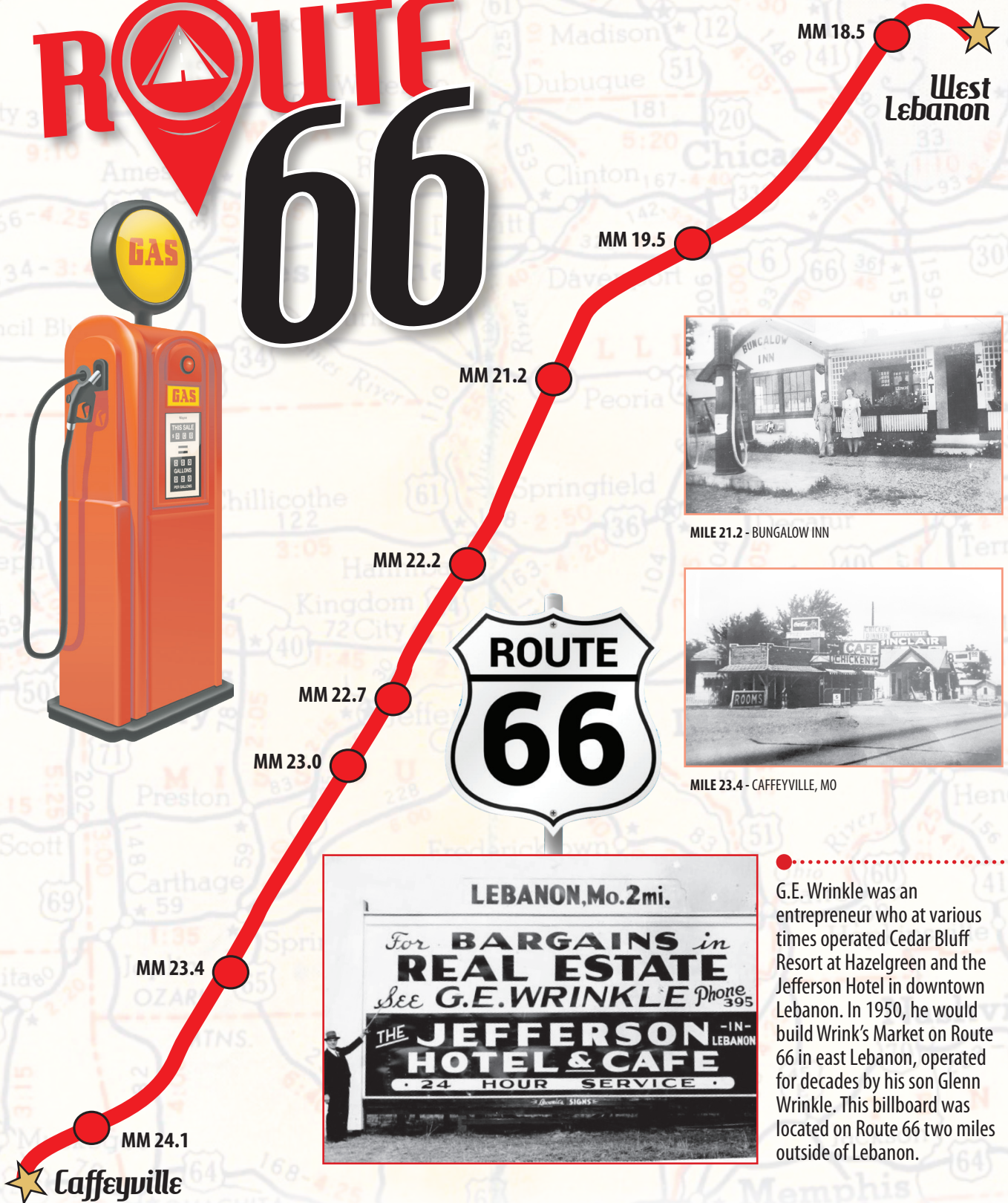
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New Route 66/I-44, on left, bypassed original Route 66 in 1957.

ROUTE 66



MILE 21.2 - BUNGALOW INN



MILE 23.4 - CAFFEYVILLE, MO



G.E. Wrinkle was an entrepreneur who at various times operated Cedar Bluff Resort at Hazelgreen and the Jefferson Hotel in downtown Lebanon. In 1950, he would build Wrink's Market on Route 66 in east Lebanon, operated for decades by his son Glenn Wrinkle. This billboard was located on Route 66 two miles outside of Lebanon.



CAFFEYVILLE TO PHILLIPSBURG

Note: Buildings and landmarks from the Route 66 era that still can be seen are boldfaced.

Mile 24.2 (Eastbound Mile 11.8) — At the I-44 overpass (Exit 123), go west on Highway W.

Mile 25.7 (Eastbound Mile 10.3) — Nothing remains of the Hi-Lite Tourist Court, Cafe, Cabins and “Complete Texaco Service” on the left (south side). “Stop Here and Feel At Home” was the slogan for the business. Operators at various times were Lee Fenton, T.L. Greear and Son, and E.H. Stillion.

Mile 26.2 (Eastbound Mile 9.8) — No visible sign remains of the Orchard Grove Station on left, which was razed when I-44 was built.

Mile 27.1 (Eastbound Mile 8.9) — Spring Grove Moravian Church was just past Lonesome Hill Cemetery Road on the right.

Mile 27.2 (Eastbound Mile 8.8) — The narrow wooden bridge on the left leads to the former site of the log building that was the Butterfield Stagecoach Stop long before there was a Route 66. The stagecoach carried mail and passengers. Fresh horses took over at this location.

Mile 27.5 (Eastbound Mile 8.5) — The rock quarry on the right, usually filled with water, was a source of materials for the construction of Route 66.

Mile 28.7 (Eastbound Mile 7.3) — Just west of the old Frisco underpass (13-foot, 5-inch clearance), Carter and Lawson’s Underpass Cafe and Service Station was on the right. The Lebanon-Laclede County Route 66 Society restored the exterior of the old café with the blessing of owner Gary McMillan. Stop and read the informational sign. A metal service station, now gone, was to the right of the cafe. The Route 66 Society is looking for a similar building that can be moved to this location. According to the book “Route 66 in the Missouri Ozarks” by Joe Sonderman: “In 1941, O.E. Carter and Ed Lawson erected a prefabricated gas station west of the Frisco Railroad overpass known as ‘the Subway.’ Many truckers had to let the air out of their tires or detour around the 13-foot-5-inch bridge.” Westbound truckers then stopped at the station to refill their tires. Sonderman wrote that in 1950, Carter and Lawson added a café building and moved their operations there from Lebanon. The café, which included a small gift shop, and station closed shortly after four-lane New Route 66 – now Interstate 44 – opened in 1957. The metal station building was removed. The café building at one time was used as a farrowing house for hogs. It’s now used for storage.

Mile 29.0 (Eastbound Mile 7.0) — George Truitt’s gas station was on the left, at the southeast corner of Highway W and today’s I-44 overpass. Continue west at the overpass.

Mile 29.2 (Eastbound Mile 6.8) — On the right is the remains of a gas station built and operated by Standard Oil in the early 1960s. It later was owned by Don Robinson and his father, Lee. The station was still open as late as 1993 and at one time was a Skelly. Stan Adams bought it and the land around it in 1994 and opened the 9-hole Heritage 66 golf course in 1997, with the gas station as the clubhouse. The golf course closed in the 2000s.

Mile 29.4 (Eastbound Mile 6.6) — Straight ahead as Highway A curves was the site of the old Midway Cafe and Camp, established in 1929 by the Bramhall family and taken over in 1931 by Ed and Blanche Shank. A 1932 article about Phillipsburg in the Laclede County Republican described Midway Camp as “modern in every respect. With up-to-date cabins, a nice cozy dining room, it is equipped to take care of tourists in comfort.” Midway Camp consisted of a Standard Oil service station, café and five cabins with locked garages. Notorious guests included Bonnie and Clyde and Pretty Boy Floyd. The Carl and Laura Mort family bought the business in 1948. They bought two acres farther back and in 1951 built a new Standard station with a one-bay garage and an attached café. They added a motel prior to 1955. A postcard describes the Midway Motel as “Hwy 66 – Interstate 44 – Ph. 1603 – Phillipsburg, Mo. Tiled Baths – Air Conditioned – Panel Ray Heat – Cafe – Gifts – Standard Gas – Reasonable Rates – Quiet – off The Highway.” The Midway Station, Cafe and Motel closed in 1990. **Two of the original cabins, expanded into houses, survive.** However, Andy and Brandy Triplett, who own the property, moved two grain bins onto it in 2020 and converted them into The Bins on Old 66, unique overnight lodging. Turn around, return to overpass.

Mile 29.8 (Eastbound Mile 6.2) — Cross overpass into Phillipsburg (population 212 in 1930).

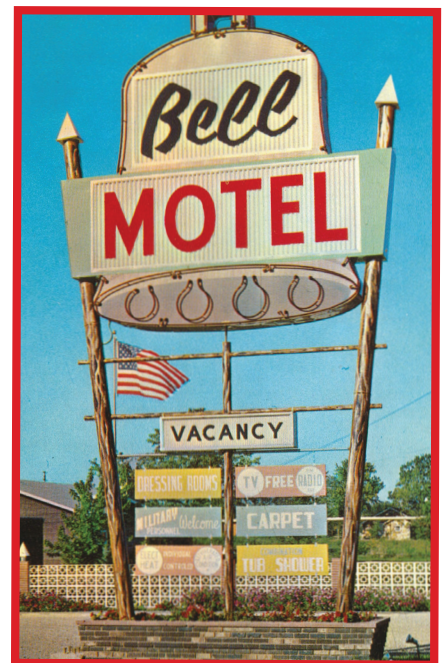
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The Bell Motel and Restaurant were located on the south side of Route 66 just west of the present-day location of the Econo Lodge, formerly the Wyota Inn.



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MM 24.2

MM 25.7

MM 26.2

MM 27.1

MM 27.2

MM 27.5

MM 28.7

MM 29.0

MM 29.2

MM 29.4

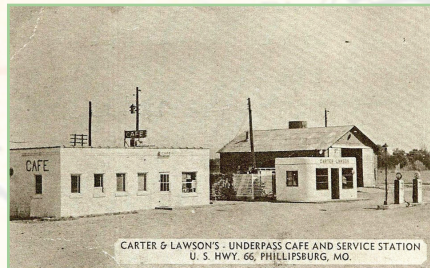
MM 29.8



MILE 28.7 - UNDERPASS SERVICE STATION



Mile 26.2 - Orchard Grove Station



MILE 28.7 - UNDERPASS CAFE AND SERVICE STATION



MILE 29.4 - MIDWAY CAFE AND CAMP

★ Phillipsburg



PHILLIPSBURG TO WEBSTER COUNTY LINE

Note: Buildings and landmarks from the Route 66 era that still can be seen are boldfaced.

Mile 30.1 (Eastbound Mile 5.9) — Turn right (west) on Highway CC at Phillipsburg, drive past the old Phillipsburg High School on the left.

Mile 31.0 (Eastbound Mile 5.0) — **The Twin Oaks service station and tourist camp, on the north side, is in the early stages of restoration by a new owner. The gas station, believed to have been built in 1925, was owned by Sadie McMenus, widow of a Phillipsburg merchant. Other buildings include the restaurant, a water tower that delivered water to the cabins, and one cabin. A mechanic's garage in back, built in 1962, recently was remodeled into apartments. The business was named after the many double-trunked oak trees on the property at the time. Across the highway, on the left, is a concrete obelisk that marked the site of a roadside park. "The land for this roadside park was donated by Maud G. Snyder," a plaque reads. The marker has been moved back 30-40 feet from its original location. At one time, the park had a merry-go-round, swings, Ferris wheel, hamburger and ice-cream stands and a dance platform. Gala annual picnics were held there every July through 1938. For more on Twin Oaks, see www.LebanonRoute66.com.**

Mile 32.1 (Eastbound Mile 3.9) — **Old stucco building on right (north side) was the new location of Top o' Th' Ozarks Café after the 1950 fire destroyed the location west of Conway.**

Mile 32.4 (Eastbound Mile 3.6) — Alexander's Dairy Joy, owned by Kenneth and Mary Lou Alexander, was on the left. The business moved to Springfield Road in Lebanon after the Conway location was bypassed in 1958 by I-44.

Mile 34.0 (Eastbound Mile 2.0) — Conway city limits. In 1930, Conway's population was

576.

Mile 34.5 (Eastbound Mile 1.5) — The Duk-N Cafe and Sinclair Service were on the right (north side).

Mile 34.7 (Eastbound Mile 1.3) — Junction of Highway J (West Jefferson Avenue). To the right (northwest corner, where First State Community Bank is today) was the site of the Harris Tourist Court and Conoco station. Across J to the right, on the northeast corner (present site of the Conway Post Office and Shelter Insurance) was the Harris Cafe, opened by Barney and Marie Harris in 1929. Known as "The Home of The Little Round Pie," the café's most-notorious customers were Bonnie and Clyde. According to Show Me Route 66 magazine, Winter 1995, S.W. "Sim" Harris built a Standard station in 1930 on one corner. He also owned the Conoco station and cabins on another corner, a Tydol (later Shell) station on the third corner and his house on the fourth corner. Continue west on CC.

Mile 35.5 (Eastbound Mile 0.5) — The Bluebird Tavern, run by Lloyd Gossage, was on the right.

Mile 35.7 (Eastbound Mile 0.3) — On the right (north side) was the original location of the Top o' Th' Ozarks Cafe and Tydol station. Joe Sonderman writes in "Route 66 in the Missouri Ozarks" that brothers Cassie and John Warren opened the restaurant in 1940. Later operators were Mr. and Mrs. Leslie Weldon and Pat Ward. Orin Percy operated the gas station. The café burned in 1950. Raymond Eaton then built a new café on the other side of Conway. On the left (south side), the collapsed wooden building (early 2023) was the DeSuza Liquor Store.

Mile 36.0 (Eastbound Mile 0.0) — Webster County line.

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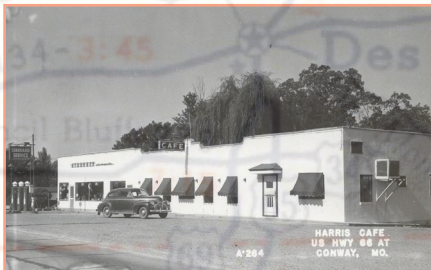
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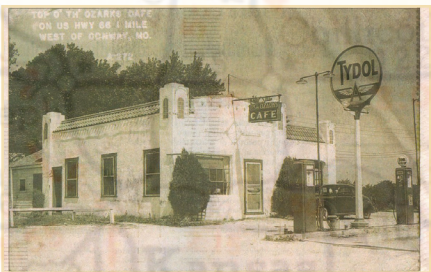
MILE 31.0 - TWIN OAKS STATION AND TOURIST CAMP



CONWAY EXIT SIGN ON NEW 66



MILE 34.7 - HARRIS CAFE, CONWAY MO



MILE 35.7 - TOP O'TH' OZARKS CAFE

Phillipsburg ★

MM 30.1

MM 31.0

MM 32.1

MM 32.4

MM 34.0

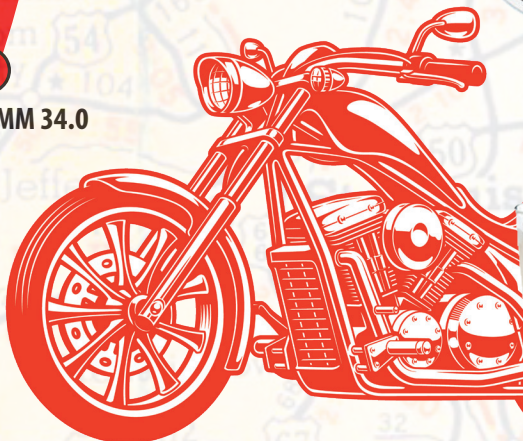
MM 34.5

MM 34.7

MM 35.5

MM 35.7

★ Webster Co. Line
MM 36.0



MILE 32.4 - ALEXANDER'S DAIRY JOY



MILE 31.0 - TWIN OAKS STATION





4 Acre Camp, also known as 4 Acre Court, was located four miles east of Lebanon on Route 66. According to the 2002 book "Route 66: Laclede County Memories, 1926-1957," the camp was built in 1939 by Ray Coleman and Blackie Walters. It included "family units and a campground, along with the station/residents in front."

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The 66 Motel, located east of Lebanon, was built about 1940 as Weideman's Court, according to "Route 66: Laclede County Memories, 1926-1957." It was later operated by Mr. and Mrs. Adrin J. Lowry Jr. and Sr. It was razed in the 1970s.



Nelson Tavern was a hotel and restaurant built of Spanish design in 1931 at the southwest corner of Route 66 and Highway 5.

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The Skyline Cafe was located on Route 66 three miles east of Lebanon.



Highway 5-32 bridge over New Route 66/Interstate 44.



The Holiday Motel was located in east Lebanon where Tire, Brakes and More is today. Before being bought by B.G. and Marie Williams, it was known as the Travel Town Motel.



Route 66, west of Lebanon, looking east. July 1949.



The new Munger Moss Motor Court and Gas Station in 1946.

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Cedar Crest Camp, 12 miles east of Lebanon on Route 66, included cabins, a store and Texaco gas pumps. It was a neighbor to Sunrise View Tourist Court on what today is Hidden Hills Road.



From 1932 to 1975, the uniquely named Lenz Homotel — an amalgamation of “home” and “motel” -- provided overnight accommodations to Route 66 travelers in Lebanon. In the early days William and Ethel Lenz served home-cooked meals to their guests. The 14-room home was restored and reopened in 2018 by the Palilla and Cochran families as The Manor House Inn.

More than 100 antique, classic and custom vehicles participated in the 2022 Lebanon Route 66 Festival parade. The vehicles lined up in the Lebanon Industrial Park and drove down Route 66 to Route 66-themed Boswell Park. Longtime Route 66 businessman Lynn Stowe was grand marshal.



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The Union Bus Depot, also known as the Greyhound Post House, still was a busy place in 1958, the year after New 66/ Interstate 44 bypassed old Route 66 in Lebanon. The business was located at the northeast corner of Route 66 and Highway 5. This photo is from a Facebook post by Kerry D. Hilton.

The Lebanon Welcome Sign.



Historic U.S. highway 66,
“Route 66”
has been designated as an
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<https://en.wikipedia.org>



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The original Midway Camp service station in 1935 with Harvey Shank and grandchildren in front.



The North Star Café, shown in 1959, was located on the north side of Route 66 in west Lebanon. The building still stands.

The Greyhound Post House, also known as the Union Bus Depot, included a Standard service station and a restaurant. Located on the northeast corner of Route 66 and Highway 5, it was known in its later years as the Metro Building before being replaced by a Walgreens.



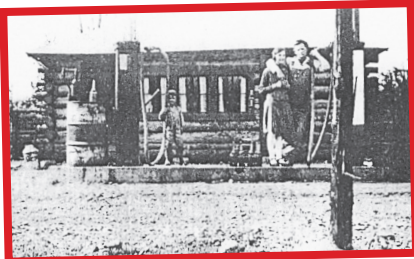
Dean Elmore in May 1957. Building was located next to Crow Paint and Glass. Elmore owned the store at this location from 1946 to 1971 until he moved to the current location at 311 E. Elm, where in 2021 it celebrated its 75th anniversary on Route 66.

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Sunrise View Tourist Court was located on Route 66 between Sleeper and Hazelgreen. According to "Route 66: Laclede County Memories, 1926-1957," it was "built in 1926 as six log cabins and a Standard gas station/cafe. The Sunrise was owned by Lee and Marie Moore and stayed in business in the mid-1950s when four-lane 66 was built."

Route 66 symbolized the renewed spirit of optimism that pervaded the country after economic catastrophe and global war. Often called, "The Main Street of America", it linked a remote and under-populated region with two vital 20th century cities – Chicago and Los Angeles.

<https://www.national66.org/history-of-route-66/>



Before Walgreen's, before the Metro Building, before the Greyhound Post House, the northeast corner of Route 66 and Highway 5 in Lebanon was the site of the Log Cabin Filling Station.



Lee Walker Resort in Hazelgreen.



Route 66 Gasconade River Bridge at Hazelgreen.



Still standing but, as of late 2017, closed. Across from the Munger Moss Motel on east Route 66 in Lebanon.



The arch at the entrance to Camp Joy, one of Lebanon's first tourist camps.

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The shuttered Ed Lentz Truck Stop and Café, on the north side of Interstate 44, just inside Laclede County, burned in 2022. Before I-44 was built, the truck stop was accessible to Route 66 via the old alignment of Missouri 133.



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Ida & Rea Reid, founders, began their entrepreneurship operating a motel in the 1960's called the Capri Motel which was located right along Route 66, known today as I-44. They sold the Capri Motel in 1966. Ida & Rea along with their sons, Rod & Randy, started a new business in 1972 called Shepherd Hills Gift Shop, which was leased as part of the Shepherd Hills Motel and happened to be located in virtually the same spot as the Capri Motel.

Later, as they began expanding, they bought the motel as well as the gift shop and began construction of their current building in 1999. In the meantime, Shepherd Hills added additional locations including those in Osage Beach, MO, Branson, MO, and Eddyville, KY, and brought in other quality products to the lineup including Wüsthof, Precious Moments, Benchmade, and of course, Case XX pocket knives -- making the latter also available through catalog mail order and eventually on the web at: www.ShepHills.com.

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