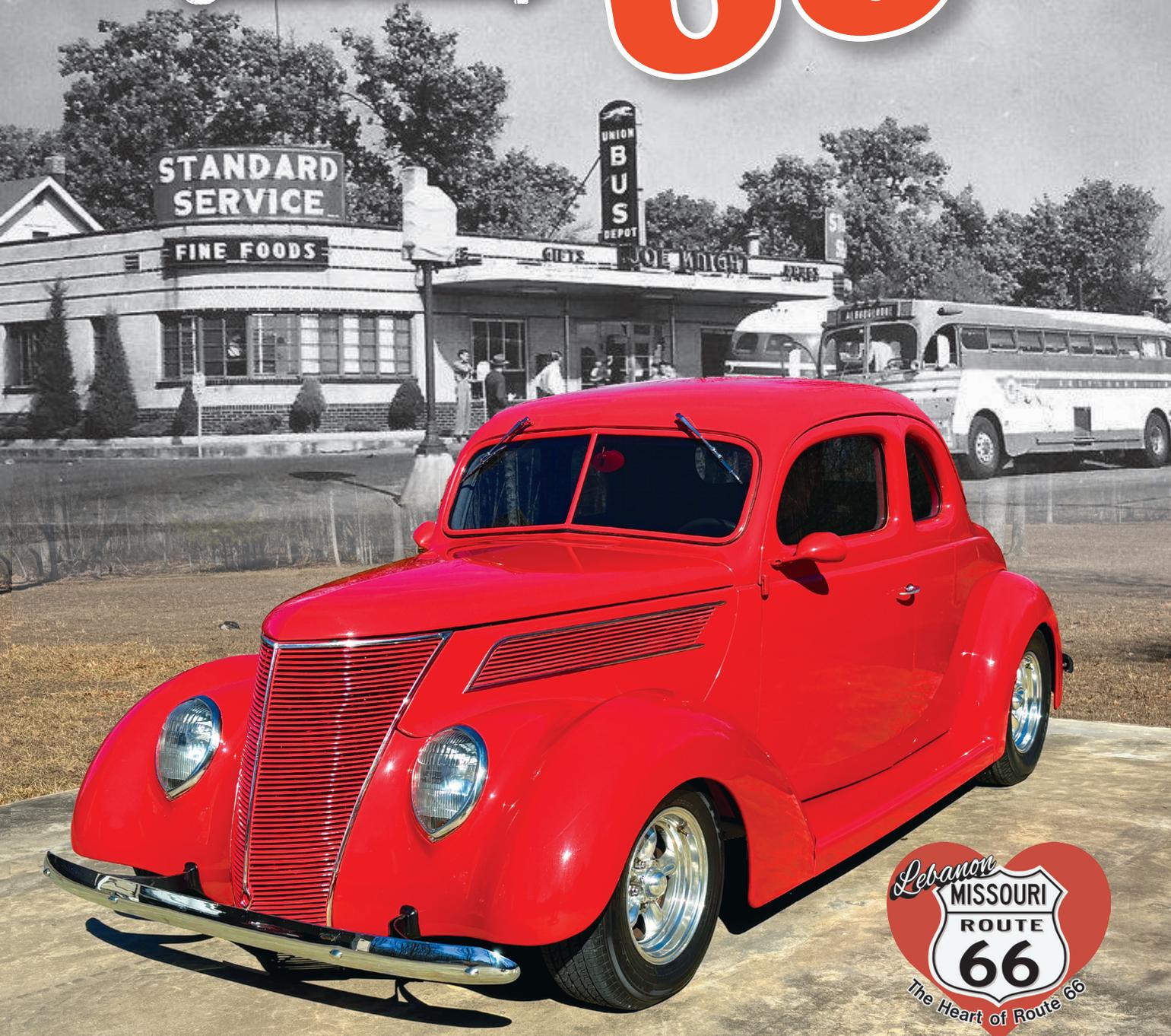


2025 Laclede County

Route 66

guide & map





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Take a little drive

As you make your trip along Route 66, be sure to stop by these fine businesses that helped make this guide possible.



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Welcome to the Heart of Route 66!

Thanks for picking up a copy of the 2025 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 eighth 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'll also learn the history of many of those points of interest.

You also can explore the shopping, dining, lodging, antiquing, 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 nine 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, closed in 2014, the bridge

was threatened with demolition, but in 2023 the Route 66 Association of Missouri assumed 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.

death in 2005. Today, the building is home to Snokin Jones BBQ and Wrinks Pies, keeping the historic Wrinkle name alive. 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.



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. Pete and Jessie 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 next year. Following the 2023 death of 52-year owner Ramona Lehman, the motel was sold to the Dels Corp., which plans to deed the sign to the City of Lebanon and to preserve a significant number of motel rooms for overnight travelers. Pete and Jessie Hudson and Bob and Ramona Lehman all are members of the Laclede County Route 66 Wall of Fame..



Lebanon-Laclede County Route 66 Museum

Lebanon is proud to be the home of an internationally known Route 66 Museum located in the Lebanon-Laclede County

Library. The museum attracted visitors from 52 countries and 50 states last year. The 3,500-square-foot museum 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."



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





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 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 Route 66 Sales and Rentals, and then-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 replica Camp Joy arch was added in 2024. The 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 original garage still stands. The businesses closed sometime after the new Interstate 44 bypassed

them in 1957.



Twin Oaks

About a mile west of Phillipsburg on Route 66/Highway CC, you'll find the Twin Oaks service station and tourist camp, now being restored. 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, has been remodeled into apartments. The business was named after the many double-trunked oak trees on the property at the time. Gala annual picnics were held at a roadside park across the road every July through 1938.

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 2025 guide was updated by Gary Sosniecki 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 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, the late C.H. "Skip" Curtis and the late Jack D. Rittenhouse for their extensive Route 66 research.

The cover, designed by Katelyn Thornton of The Laclede County Record, showcases a 1937 Ford Businessman's Coupe owned by Cliff Claxton of the Route 66 Society. The historic background is the Greyhound Post House, also known as the Union Bus Station,

operated by Joe Knight at the northeast corner of Route 66 and Highway 5 in Lebanon.

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, publisher of the Laclede County Record, and Vicki Carey. Design was by Katelyn Thornton and Courtney Raelynn, Laclede County Record. Distribution to Route 66 locations statewide was by Gary and Helen Sosniecki of the Route 66 Society. We thank all the businesses and organizations that participated.





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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"GET YOUR KICKS ON ROUTE 66"



3 named to Laclede County Route 66 Wall of Fame

A husband and wife who brought the Munger Moss restaurant to Lebanon and built an internationally famous motel with the same name, a father and son who operated a Shell station and garage on Route 66 for decades and the grandson who served as president of the Lebanon-Laclede County Route 66 Society, and three community leaders who, in 1917, drove five days to Texas to ensure that the Ozark Trail pass through Lebanon are the newest members of the Laclede County Route 66 Wall of Fame.

The Wall of Fame is located at the entrance to the Route 66 Museum at the Lebanon-Laclede County Library, 915 S. Jefferson. The museum and library are 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 4p.m. Saturday. Admission is free.

The 2024 Wall of Fame inductees are, in alphabetical order:

• PETE AND JESSIE HUDSON

Pete and Jessie Hudson moved their Munger-Moss Sandwich Shop to Lebanon after a new four-lane Route 66 bypassed its Devils Elbow location. On Sept. 12, 1945, the Hudsons bought four acres on Route 66 just east of town. The land included a service station, the Chicken Shanty restaurant (which became the new Munger-Moss Bar-B-Que), and room to build a motor court. Pete built seven stucco buildings with a room at each end and double garages in the middle. The Munger-Moss Motor Court (soon renamed the Munger Moss Motel), grew to 22 rooms, then 39 rooms, then 71 rooms. Garages were converted into rooms. The Munger Moss added a swimming pool, the first local motel to have one. Celebrities performing at Fort Leonard Wood often stayed at the Munger Moss. The Hudsons sold the motel to Bob and Ramona Lehman in June 1971.

• HARRY 'SHORTY' JONES

BILL JONES SR., BILL JONES JR.

When Route 66 came through his farm in the late 1920s, Harry "Shorty" Jones opened a gas station, garage and four cabins two miles east of Lebanon. He originally sold Tydol gas, later Shell. Son Bill Jones Sr. took over the business after Harry's death in 1946. Jones' Shell stayed busy hauling cars that had broken down on Route 66. Bill Sr. operated the station until 1956 when it was torn down for the construction of I-44. The family still owned land across I-44, so Bill Sr. opened Bill's Garage there. Bill Jr. later ran the garage for 10 years before retiring. Bill Jr. was president of the Lebanon-Laclede County Route 66 Society from 2016 to 2020, leading the fundraising campaign for three Route 66 murals in Boswell Park.

• THE OZARK TRAIL DELEGATES – 1917

In the early 1900s, the increased popularity of the automobile increased the demand

for good roads. The Ozark Trails Association was formed in 1915 with the goal of building a highway from St. Louis to Las Vegas, N.M. Don O. Vernon, Sam R. Farrar and William H. Owen Jr. were chosen as Lebanon's delegates to attend a meeting June 27-29, 1917, in Amarillo, Texas, to determine the Ozark Trail's route. Traveling five days in Owen's car over "abominable" roads, they joined more than 5,000 delegates – including James Armstrong from Pulaski County and Phil M. Bennett from Dallas County – who met in a tent in Amarillo. Thanks to a passionate speech by Vernon, Lebanon was selected to be on the Ozark Trail, much of which became Route 66 in 1926.

This year's honorees join:

2022 inductees:

—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.

2023 Inductees:

—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, the community leaders who in 1922 successfully campaigned for the future Route 66 to be routed through Lebanon.

—William and Ethel Lenz, a husband and wife who welcomed guests into their Lebanon tourist home for 40 years.

—The Bacon-Speaker Family: Tom Bacon, Thornton 'Thorny' Speaker, Tommy Speaker,

Teddy Speaker, Lena Bell Speaker England and Dale Speaker, a three-generation family that operated a Lebanon gas station for seven decades.

2024 Inductees:

—J. Floyd Caffey, an entrepreneur who sold ice water, then Coca-Cola, to travelers on the Old Wire Road even before Route 66 existed, then added a grocery, café and filling station as the community became known as Caffeyville.

—The Harris Family: father S.W. "Sim", son Barney and Barney's wife Marie, who were Route 66 mainstays in Conway for 35 years, owning the Harris Café, three gas stations and a tourist court.

—Marie Williams, who owned five motels at various times, including the Vesta Court/El Rancho and The Holiday Motel on Route 66 at Lebanon.



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



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



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Parsons Lodge on Highway 66, Hazelgreen, MO.

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.



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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Horseshoe Pond was a popular recreational area west of Lebanon on the north side of Route 66. The pond originally was horseshoe-shaped. The south side was filled in to build Route 66.

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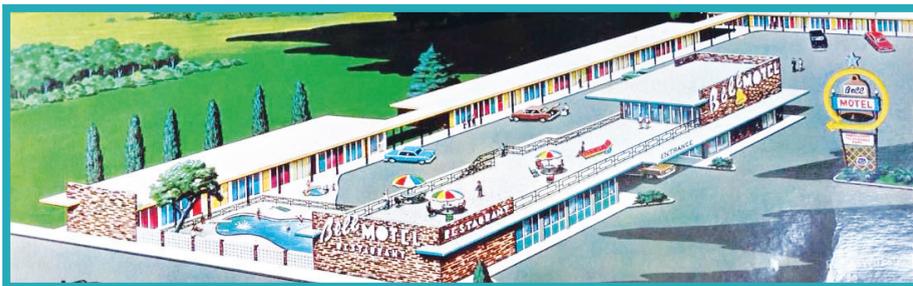


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Lebanon Route 66 Festival

By Mike Boggs

Lebanon-Laclede County Route 66 Society

Lake Regional Health System once again will present the 2025 Lebanon Route 66 Festival on Saturday, June 7, at Route 66-themed Boswell Park. The annual event — Lebanon's 18th since the first in 2001 — will kick off at noon.

The tradition continues this year with the classic car and truck, hot rod, and other collector vehicles parading through Lebanon at noon led by Graven Chrysler Dodge Jeep Ram. The parade will arrive at Boswell Park for a cruise-in that will last all day. No registration is necessary this year. Trophies will be awarded for various categories.

Also beginning at noon, vendors and food trucks once again will attend the event with unique collectibles, face painting for kids, and all the

classic festival foods you've come to love.

Disc Golf Monkey will host the third annual Route 66 Disc Golf Putting Challenge, presented by Slim Chickens. Cash and prizes will be awarded, and players will receive a custom festival disc. The event gives back to a local charity each year. Kids are encouraged to learn from the pros.

The fan-favorite Celebrity Dunk Tank returns this year with the opportunity to dunk some of your local elected officials and other famous faces. Proceeds from the dunk tank benefit the Shop with a Cop program.

This year's free evening concert will be headlined by a bigger name than in years past. Sister Hazel will grace the Boswell Park stage around 6 p.m. The platinum-selling Southern rock and country band from Florida has been touring since 1993, boasting more than three million records sold and seven Billboard hit singles. Their massive hit "All for You" soared to No. 1 in the summer of 1997, and the band never has looked back. They're sure to be one of the largest-attended concerts in

Lebanon's history. Opening for Sister Hazel is a local favorite, The Nautical Brothers, who will take the stage around 5 p.m.

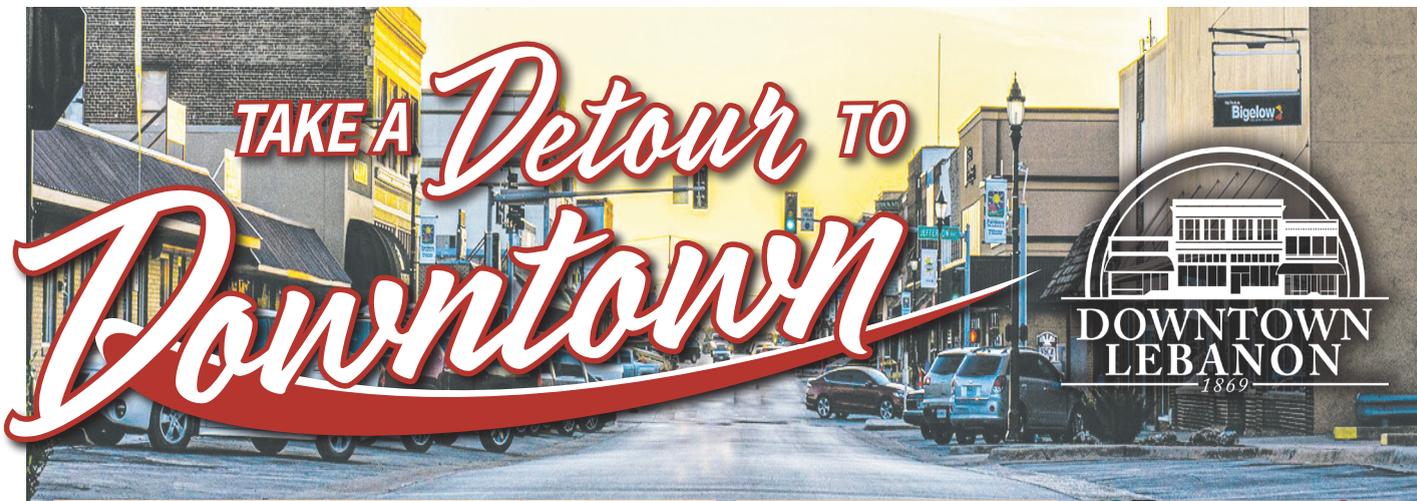
The 2025 Lebanon Route 66 Festival wouldn't be complete without the festival's annual collectible T-shirts, sponsored by Starnes Auto Body & Glass. T-shirts and other Route 66 memorabilia will be sold at locations around the festival once again.

Be sure to follow the Lebanon Route 66 Festival on Facebook. Please like and share to help spread the word. This free annual community event is hosted by the Lebanon-Laclede County Route 66 Society and the City of Lebanon, and presented by Lake Regional Health System and many other wonderful sponsors. We hope to see you there!



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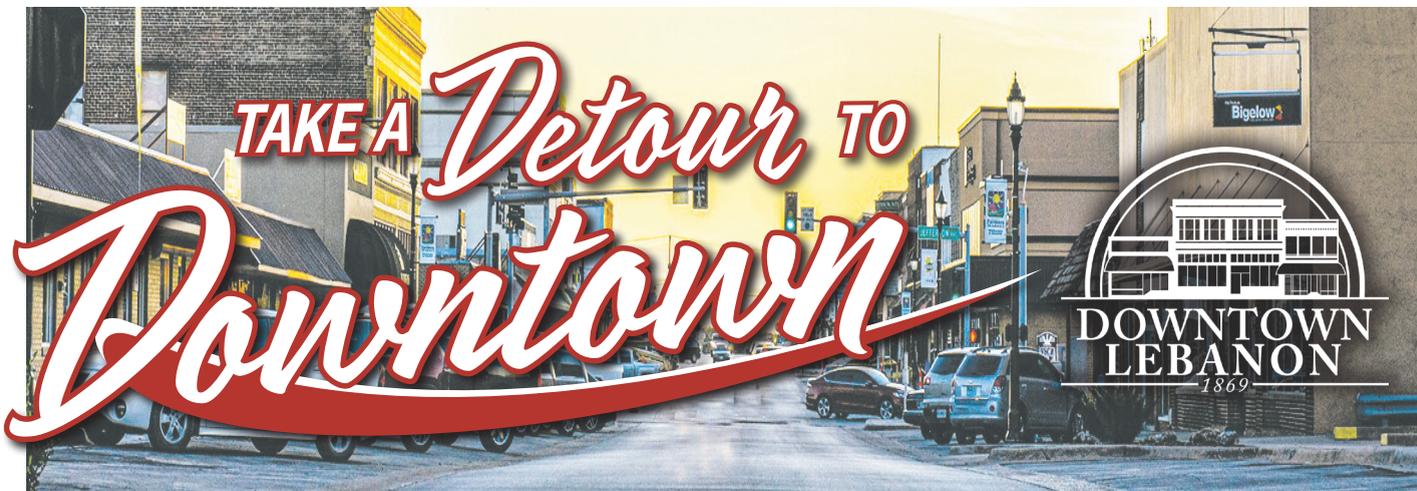
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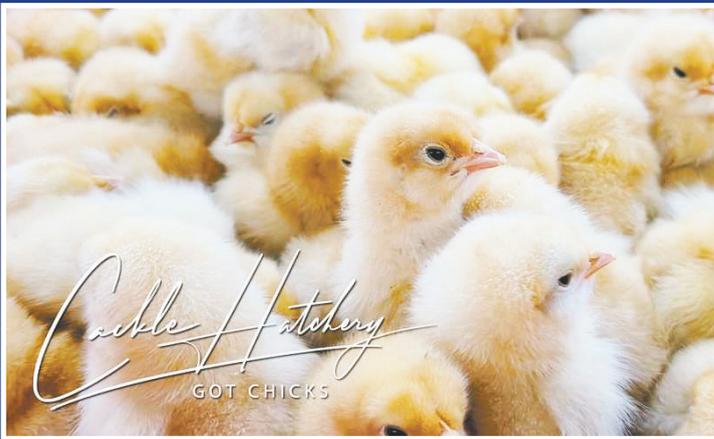
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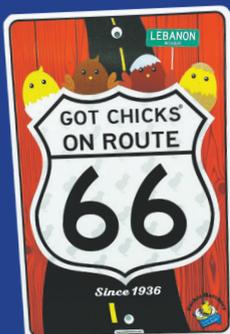
*Clifford & Lena Smith
1936*



*Clifton & Nancy Smith
2012*



*Nathaniel Smith 2024 (left)
& Jeff Smith 2012 (right)*



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~ *John Steinbeck*,

"The Grapes of Wrath"

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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100-mile Route 66 Yard Sale set for Aug. 1-2

Route 66 Society

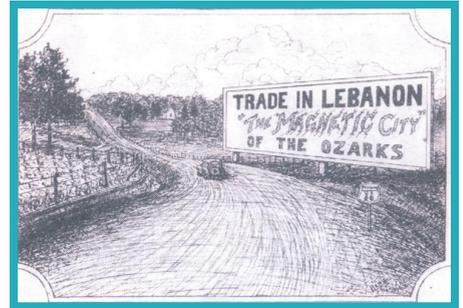
Join the fun, find some bargains and learn some Route 66 history by shopping at the seventh annual Central Missouri Route 66 Yard Sale, which will be Friday and Saturday, Aug. 1-2, in Missouri's Pulaski, Laclede and Webster counties.

Last year, 170 sales were registered for the 100-mile sale.

If you want to hit all the sales, you should get on Historic Route 66/Highway Z at I-44 Exit 169 on the east side or Old Route 66 at Strafford, I-44 Exit 88, on the west side. Route 66 changes its modern designations several times as you drive through the three counties, but blue-and-white Route 66 Historic Byway signs are the one constant. Route 66 is parallel and south of I-44 in some places (Marshfield and Conway, for example) and north of I-44 in others (Lebanon and

Waynesville, for example). Not every yard sale will be on Route 66, but most are close to The Mother Road. Use your phone's map app or a GPS to find the sales you definitely want to visit.

The purpose of the Route 66 Yard Sale is to introduce more people to Historic Route 66, which attracts thousands of tourists from all over the world to Webster, Laclede and Pulaski counties each year. As you drive along The Mother Road, imagine that you're traveling it with your grandparents in the late 1920s to the late 1950s, before I-44 and other interstate highways were built, when two-lane Route 66 was the main road from Chicago to Los Angeles. Look along the road at the remaining motels, restaurants and gas stations from that era, some restored, some abandoned and crumbling. Take photographs at some of the famous Route 66



A 1930s scene on Route 66 outside Lebanon with a sign promoting "The Magnetic City."

Did this sign really exist, or is it from the imagination of a talented artist?

attractions in each community.

For updates on the yard sale, follow "Route 66 Yardsale" (no space between "yard" and "sale") on Facebook.

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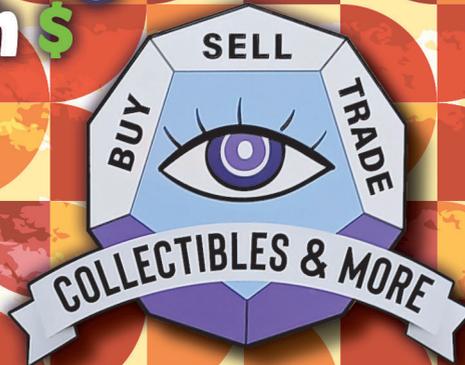
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Woods DX Station was one block east of the junction of Route 66 and Highway 5. It remains standing.



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

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Historic Route 66 stretches across the U.S. from Chicago to Los Angeles. Along the way, in Lebanon, MO is a growing popular landmark stop for any history enthusiast, tourist, or local Ozark resident. Shepherd Hills Factory Outlets started in the outlet business in 1972 as an outlet for locally made Walnut Bowls.

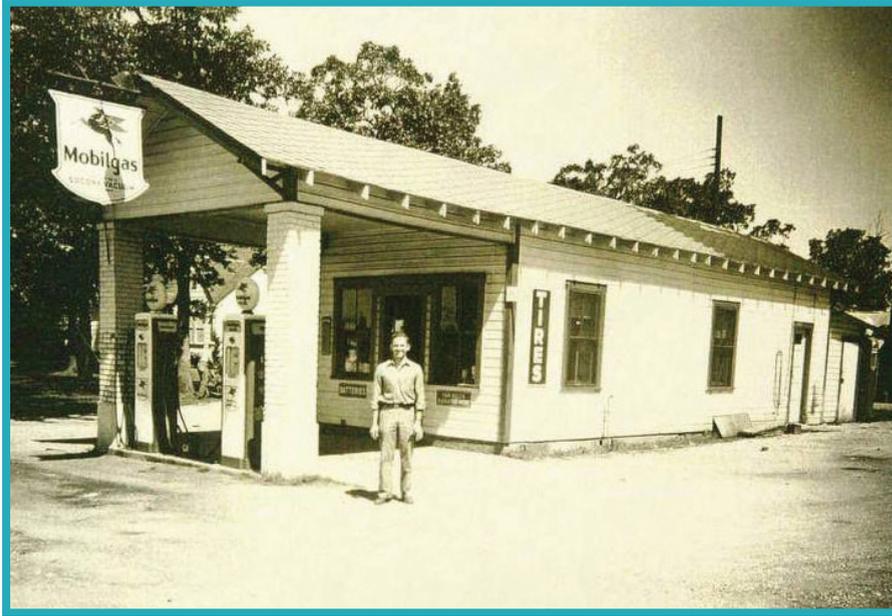
Ida & Rea Reid, founders, began their entrepreneurship operating a motel in the 1960's called the Capri Motel which was located right along Route 66, known today as I-44. They sold the Capri Motel in 1966. Ida & Rea along with their sons, Rod & Randy, started a new business in 1972 called Shepherd Hills 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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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.

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2025 LACLEDE COUNTY ROUTE 66 GUIDE & MAP



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. Ed Lentz’s one-time Oasis Truck Port and Café, destroyed by fire in 2022, was located on the hill where Mid-Mo Home Center is today. 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 long-abandoned Phillips 66 station — known as a “gull-wing” station because of its unique canopy — on the south side was owned and operated by Roma Hoffman in the late 1960s. Daughter Beverly Keltner remembers working with Mary Stickler Rippy serving hotdogs, burgers, fries and shakes the summer of 1967 at her parents’ snack shop next door. From 1975 to 1985, Kenneth Howlett owned the station with the building leased from Wyota Oil Co. of Lebanon. During that period the station shared a parking lot with one of the first Walnut Bowls Factory Outlet 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) — “A Guide Book to Highway 66” by Jack D. Rittenhouse, the first complete Route 66 tour guide when published in 1946, described Hazelgreen like this: “This town is typical of many throughout the Ozarks, drawing their livelihood from the fishermen and vacationists who throng the region. As in nearby villages, native pottery and other handicraft items are sold here.” 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 Sindair 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) — The former Hazelgreen Methodist Church, founded in 1876, on the south side was rebuilt in 1957 after the construction of Interstate 44 forced the old church to be razed. The congregation held its last service on Easter 2023. The building now is the Hazelgreen Reformed Chapel.

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 see the historic Gasconade River Bridge, look for turnoffs to the south on either side of the new bridge, which opened Aug. 2, 2019. The original 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. Nine years of efforts to save the bridge from demolition were successful on Sept. 7, 2023, when the Missouri Department of Transportation transferred the bridge’s ownership to the Route 66 Association of Missouri, which is raising money to rehabilitate it for pedestrian and bicycle use. Pedestrian access to the bridge has been fenced off for safety reasons until it can be stabilized. 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, a North Carolina native, between 1817 and 1820. Ballew may have been working for frontiersman Daniel Boone’s company at the time.

Mile 2.5 (Eastbound Mile 33.5) — Just west of the old bridge, Eden Resort was on the hill to the south. Rittenhouse’s 1946 tour guide called it “one of the best accommodations in this region.” 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, which, according to Rittenhouse, had stone picnic tables in 1946. Construction of I-44 in 1956 demolished the resort’s bricked entrance and bus stop, although it remained open until 1973, when owner Helen Dickerson sold it to World Renewal Inc.

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, Route 66 in this area had only eastbound lanes in some locations and westbound lanes in other sections.

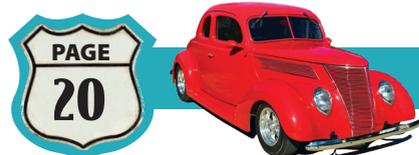
Mile 4.2 (Eastbound Mile 31.8) — Junction with Highway N indicates where, if you’re westbound today, Route 66 returned to the south side of the present I-44.

Mile 5.1 (Eastbound Mile 30.9) – Pull to the right (north) side of the road just before the storage buildings on the left. If you look through the trees, you still can see some

debris from 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 the Midway Restaurant, known as Andy’s Midway when owned by Andy and Grace Elliott, who had moved their restaurant east across Highway T to a new building. Andy Elliott also built a Shell station at the new location. Later, he leased the station to the Stombaugh Brothers. Today, the property is the fenced-in site of TNI trucking.

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 missing on east side, early 2025). 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, at mile 1.1 on the left, Sunrise View Tourist Court and Standard Station was the first business on this segment of Route 66. 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. One youngster remembered watching the 1952 presidential conventions at the Sunrise View because it had a TV, still a rarity in those days. Across from Sunrise View, on the south side, was Cedar Crest Camp with a store, cabins and Texaco gas, at one time operated by Jim Harrison. A sign above the door promoted CABINS – BEER and in smaller letters: LUNCH – GROCERIES. Back on the north side, just east of Sunrise View, a promoter in 1971 dug a well, built a gravel parking lot and erected a tall sign identifying it as “God’s Well.” 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 Hugel 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, cutting it off from traffic. The building later was destroyed by fire. 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



“GET YOUR KICKS ON ROUTE 66”



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 containers are stored today, was The Harbor roadhouse, at various times also called Lucy's Truck Stop, Brownie's (owned by L.M. Brown), Andy's Midway (owned by Andy Elliott, who later moved it east across Highway T) and, finally, Geno's. Geno Matella's pizza restaurant was protected by a dog that was overweight because, it was said, everyone fed it pizza. (In the late 1960s or early '70s, Genos'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. James Brackett had the Mobil gas station next to Brownie's, then moved across Route 66, where the Eagle Stop is today, to a station built by the Speakers. Brackett later sold the station to Bill Wagoner. According to historian Skip Curtis, the two-story Harbor building burned in 1965.

Mile 7.1 (Eastbound Mile 28.9) — Only the concrete 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, 27190 Route 66. According to "Eating Up Route 66: Foodways on America's Mother Road" by T. Lindsay Baker, the business was begun about 1933 by a Mr. Brockman. Bill Wheeler's "Windshield Tour" of Laclede County said 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

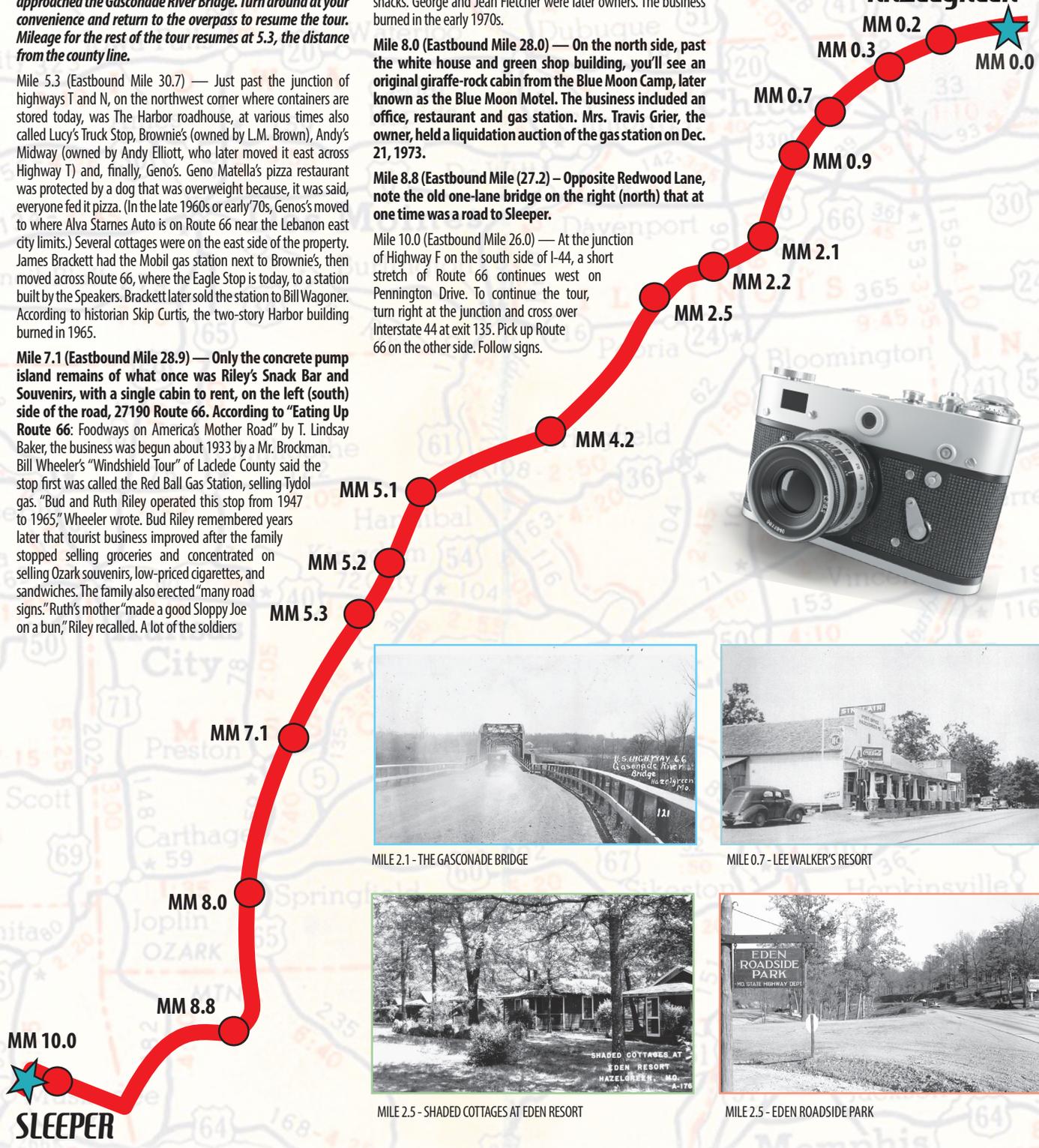
from Fort Wood ordered them with a beer (3.2 variety)." For a while, the Stoutland school bus stopped at Riley's so the kids could buy snacks. George and Jean Fletcher were later owners. The business burned in the early 1970s.

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. Mrs. Travis Grier, the owner, held a liquidation auction of the gas station on Dec. 21, 1973.

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.

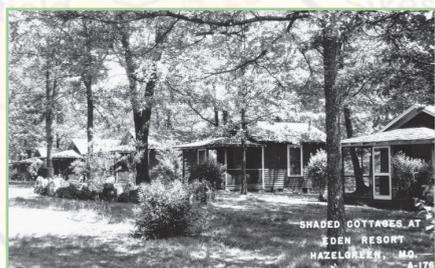
HAZELGREEN



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



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. (Don't be surprised to see cattle grazing on the site.) 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. An original menu from the Satellite Café is on display in the café exhibit at 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. Historian Kirk Pearce wrote in 2024 that "at one time there was a drive-through canopy covering the pump island in front of the main building," which also was the court's office and grocery store. A sign on the building in an old postcard said: "Deluxe Rooms, Showers, Toilets, Steam Heat." In November 1963, Mr. and Mrs. Jack Guzan were the new owners, but the 2003 "Route 66 in Missouri Historic Resources Survey" lists Bob Thornton as owner from the 1960s to 1990s. One cottage burned in 2003. Later names included Village Oaks and Foxfire Inn. 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, if you look closely, the 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. Marie and her second husband, Bill G. Williams, sold the El Rancho in 1958 but later owned the Holiday Motel in Lebanon. The El Rancho cabins, office and restaurant were sold at auction in 1974 and torn down. Marie was inducted into the Laclede County Route 66 Wall

of Fame in 2024.

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 and Mae Church. In November 1951, Mr. and Mrs. Verle Smith became managers of the café, which was open until midnight daily and advertised quality food, excellent service and a friendly atmosphere. The café was owned by Fern Frandenburg when it closed in 1967. The café was destroyed in a November 1968 fire. A sale was held at the Skyline Motel in July 1971. The units were razed in 1990. A single sign pedestal stands at the driveway off Grandview.**

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 14.1 (Eastbound 21.9) — 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) between today's Westgate Trailers and S&S Recycling/Ui-Pull-It. 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 as an apartment 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 "FOOD-EXIT 130" sign, is the approximate location of the 66 Motel, built about 1940 as Weideman's Court. It later was operated by Mr. and Mrs. Adrin J. Lowry Jr. and Sr. The 66 Motel closed, at least temporarily, in 1962 after construction of Interstate 44 left it on the south frontage road (now Highway MM) with limited access from travelers. The Lebanon Daily Record reported in 1964 that "The 66 Motor Court, formerly known as 66 Motel on the east edge of Lebanon on Highway MM, which runs along the side of Hwy. 66, will be sold at auction May 11. E.L. Hightower is the owner of the 12-unit court." The motel was destroyed in a fire April 1, 1968. A statuesque sign remained at the edge of the property as late as July 24, 1977, when a photo appeared in the Los Angeles Times.

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 Jr. was president of the Lebanon-Laclede County Route 66 Society from 2016 to 2020. The Jones family was inducted into the Laclede County Route 66 Wall of Fame in 2025.

Mile 15.2 (Eastbound Mile 20.8) — **The beautiful neon sign on the left belongs to the iconic Munger Moss Motel, featured in many Route 66 books and Lebanon's best-known Route 66 landmark. Pete and Jessie Hudson**

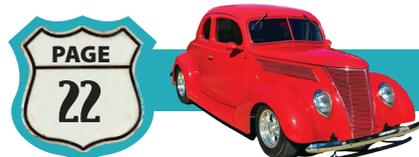
operated the Munger-Moss sandwich shop, known for its barbecue, on the old alignment of Route 66 at Devils Elbow. In 1945, after their restaurant was cut off from the new four-lane Route 66, they moved it into a Lebanon building that previously had housed the Chicken Shanty. The Hudsons built the Munger Moss Motor Court the following year. Bob and Ramona Lehman bought the motel June 1, 1971. Bob died in 2019. Ramona died in 2023 after 52 years of ownership. The motel was sold in late 2024 to Mark Bertel, founder and CEO of the Dels Corp., who has assured that the motel's iconic sign will be repaired and preserved under city of Lebanon ownership, that the motel's appearance will not change, and that a significant number of rooms will remain available for overnight rental. (Read the full story about the ownership change on LebanonRoute66.com.) Among the motel's 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 and Pete and Jessie Hudson all have been inducted into the Laclede County Route 66 Wall of Fame."

Mile 15.3 (Eastbound Mile 20.7) — The driveway on the right (north), just past Tires, Brakes & More, originally was for 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. A campground with shower building was in back. Elsie and Lee Kimes purchased the motel in 1941 and operated it into the mid-1950s. James and Arla Pape bought it in 1973, selling three years later when the gas shortage decimated business. The motel closed in 2017 and was demolished in 2023. The sign remains, its lettering removed.

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 Claude B. Clark, who sold it in 1948. A later owner was Fred Parthier. Later owners of the café included Lewis Tate (in 1949), Chuck Wrinkle and, in 1964, Mrs. Harold Barber. 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. A 1949 ad promoted chicken dinners every Sunday plus baked ham and pork chops. Hamburgers were 15 cents. In 1951, the Rock Court Service Station, then owned by Lewis Tate, advertised that "you can't buy genuine TEXACO PRODUCTS any place else as cheap..." Regular gas sold for 19.9 cents. The Rock Court 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. Marie was inducted into the Laclede County Route 66 Wall of Fame in 2024.

Mile 15.4 (Eastbound Mile 20.6) — **Historic Wrink's Market on the right, now a restaurant known as Smokin Jones**



"GET YOUR KICKS ON ROUTE 66"



BBQ and Wrinks Pies, keeping the Wrinkle nickname alive, was operated by the late Glenn Wrinkle, a true Route 66 ambassador, from 1950 until his death in 2005. G. E. "Grover" Wrinkle began constructing this building in 1947. He planned to build a two-story hotel. However, he became ill and couldn't finish the project. His son, Glenn "Wrink" Wrinkle returned to Lebanon after serving in the military and decided to start a grocery store in the building. He opened his store in the front of the building and the Laclede County library occupied the back part of the building. Wrink's was the first store in Lebanon to carry magazines and disposable diapers. He had the first ice machine in town and in 1960 he put self-service, coin-operated dry-cleaning machines in the back of the building. (Show Me Route 66 Magazine, Spring 1999). The building has housed a restaurant in recent years; Smokin Jones BBQ opened in late 2024. 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. Look to the right to see Taylor's Dairy Joy. Alexander's Dairy Joy, its original name, was located on Route 66 at the east edge of Conway.

SLEEPER



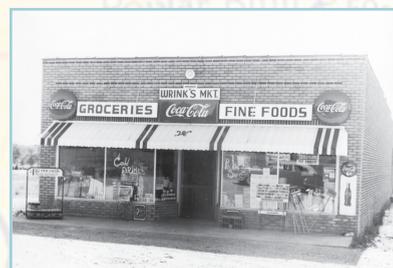
• The Mungers Motel after installation of its now-iconic sign and arch over its entrance, plus the bricking of the units. Probably late 1950s.



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



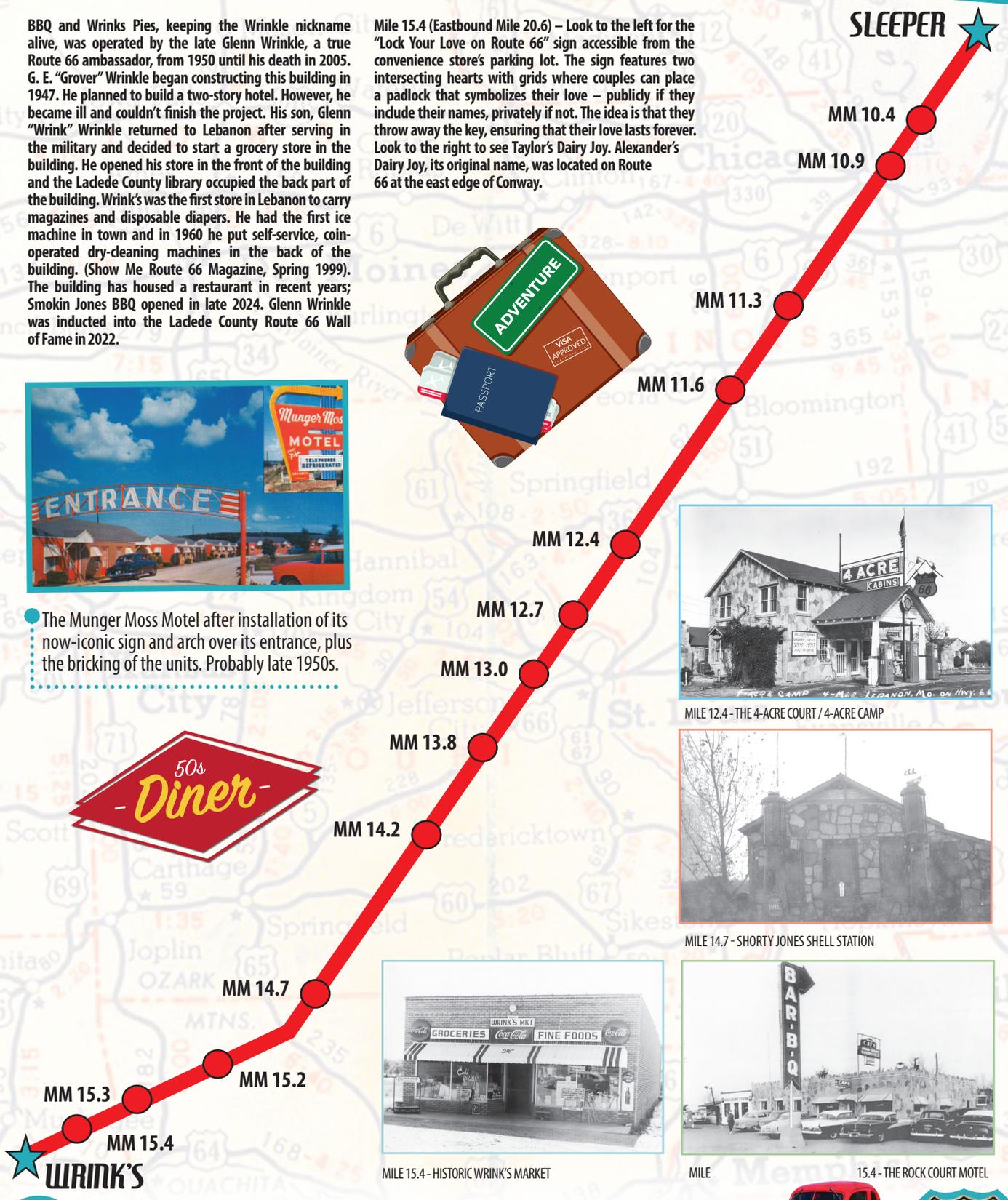
MILE 14.7 - SHORTY JONES SHELL STATION



MILE 15.4 - HISTORIC WRINK'S MARKET



MILE 15.4 - THE ROCK COURT MOTEL



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, now used for truck parking) was the site of the Bell Restaurant, built by Clinton Bell in 1964. The restaurant closed in late 2011 following the death of Darrell Martin, who had bought it from Bell in 1974. It was demolished in 2013. 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) — Bill Walters announced a new, modern Standard station at this location in 1963, when the highway was City Route 66, later moving his station closer to I-44. The building, in later 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 More than Meets the Eye, a collectibles store, from 1960 to 1982 housed 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. Their nephew, Bradley Reid, remembers six or seven little cottages "just like you would see up and down Route 66," alongside a three-unit "middle-century-modern" motel. The Reids had a home with a small front office for visitors to check-in. In earlier days, before the Reids bought the business, the motel had a Phillips 66 gas station operated by Tolliver Jones. The last building, the three-unit motel, was 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 15.9 (Eastbound Mile 20.1) — Cree-Mee, a long-forgotten soft-serve ice cream drive-in, was a small white building with a walk-up window, on the northwest corner of where Millcreek Road splits from Route 66/Elm Street. C.M. Carlisle bought the business in 1954. The building was torn down pre-1960 when the intersection was reconfigured. The MEP building is in that location now.

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 Route 66 Sales and Rentals (formerly 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 strip center on the right at 379 E. Elm — the building that extends toward the street — now Chops Barbershop, was the Blue Bird Café, a popular dining spot for overnight guests at Camp Joy. E.G. Spears, an owner of Camp Joy, built the building in 1949 and leased it that August to Mr. and Mrs. Mel Tolman, who opened the new restaurant. In March 1953, subsequent owners Tom and Helen Saunders sold the café to Fred Irvin and Lavaughn Rubottom, who renamed it Yellow Jacket No. 2. It was the Blue Bird Café again in 1963 when it was bought by Sidney Everett. In later years, it was the home of Evelyn's Chicken Land, Taylor's Chicken Land and the Lebanon Art Guild. 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 until 1948, when Elvyn Tyre bought it. J.A. Loney was a prior owner. However, the 2003 "Missouri Route 66 Historic Resources Survey" said the "building was listed as Terrell's Service Station in the 1951 Lebanon Telephone Directory and as Drake's Garage in the 1972 Telephone Directory."**

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

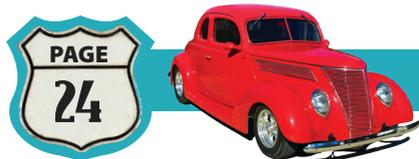
operated from 1937 to 1961. According to historian Kirk Pearce, the business consisted of two former street cars that were brought from St. Louis to Lebanon and joined together. It had several owners and managers through the years, including Mr. and Mrs. Donald Johnson, Mr. and Mrs. J.S. Wallace (who bought it from the Johnsons in 1949 and added curb service seven days a week from 5 to 11 p.m.), 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, built in 1935, featuring Barnsdall gas (later Phillips 66) and Quaker State Oil. Carter and Lawson advertised: "We service your car by the latest methods, with celebrated Barnsdall products." The garage on the right end was added in the 1960s. Harold Lucas was a later owner. A gas station operated here until 1971, when Dean Elmore bought the building from Ivey Oil Co. and 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. New DX features continue to be added. Gene Wood and Kenneth Goss opened their first service station on March 1, 1957, at the corner of Jefferson and Commercial. In 1964, they moved to this location, which had been Tyres DX in the 1950s. It became Wood's Service Station after Goss died in 1971. Wood closed the station in January 1990. Across the street to the west was the Stanley Allen Conoco, sold to Johnnie Allen in 1949, later known as Owens Conoco. It no longer stands.**

Mile 16.4 (Eastbound Mile 19.6) — **The building housing 320 Pawn Exchange 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. In 1948, Norris Montgomery bought the Johnson Chevrolet Used Car Department, also between Washington and Adams. In the early 1950s, Weidemer Chevrolet Co. and Barber & McCrory, "Your Nash Dealer," were in this location.**

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



"GET YOUR KICKS ON ROUTE 66"



Lowrance Sinclair Station (owned in 1956 by Paul Jones), which later 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, though we're not certain of the other locations. We think that 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." George G. Bird was the manager. 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, just past Arby's). The 3,500-square foot museum, which opened in 2004, honors the legacy of Route 66 in Laclede County. It attracted visitors from 52 countries and 50 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 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." For tour groups, free guided tours by Route 66 Society members can be arranged by calling (417) 532-2148.

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



MILE 16.1 - THE LENZ HOMOTEL



MILE 16.2 - CAMP JOY



MILE 16.4 - ANDY'S STREET CAR GRILL

★ MM 16.5
HIGHWAY 5

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 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 the west 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 Prowound lot is 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, then Orchard Hills Package Store were just past the truck stop. Dean Elmore rented the package store building from 1946 to 1971 before buying the gas station-building at Washington and Route 66 (Elm) and moving his business.

Mile 16.7 (Eastbound Mile 19.3) — It's gone now, but Ed Morse Chevrolet's Fleet and Commercial lot on the right was the site of the Silent Nite, or perhaps Silent "Night" Tourist Home, built by James D. and Myrtle Stanton and opened in April 1938. The two-story, 10-room structure, which cost about \$4,000 to build, included "all modern conveniences," according to the Lebanon Rustic-Republican. The Stantons sold the tourist home Oct. 1, 1944, to Hugh W. Slaughter, who also operated a United Farm Agency. In 1958, after Interstate 44 opened and traffic on old Route 66 diminished, the building was remodeled into Dr. L.N. Carter's chiropractic clinic. C. Norman Unverzagt bought the clinic and the building in 1971. It remained 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 Fleet and Commercial 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), most recently 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 claimed to be "the best equipped service shop on 66 between Joplin and St. Louis," according to the 2003 "Route 66 in Missouri Historic Resources Survey." Wallick bought the land from the Wrinkle family in 1946 for \$1,400 and a 1941 Pontiac Silver Streak, but the Buick dealership moved to 220 W. Second in April 1949 when Ed Peters took it over. Roy Jacobs then leased the Wallick building and moved the Dean-Jacobs Co. dealership (Hudson cars, White trucks and Case farm machinery) into it. The 2003 survey said the dealerships used the west half of the building while the east half was used for meat packing. On the southwest corner, Summit Insurance 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, the site of a vacant building at the start of 2025 but best known as the former home of Detroit Tool. 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) — On the left, the second building from the corner on the south side, now RE/MAX Next Generation, 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 16.9 (Eastbound Mile 19.1) 500 W. Elm, the large one-story giraffe rock building on the south side was the Missouri Highway and Transportation Maintenance building, built in the early 1940s.

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 several 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. The replica Camp Joy arch was erected in 2024. 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 amphitheater also have a Route 66 theme. Boswell Park is the site of the annual Lebanon Route 66 Festival, which is Saturday, June 7, in 2025. And watch for more features to be added to the park for the 2026 Route 66 Centennial.

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.

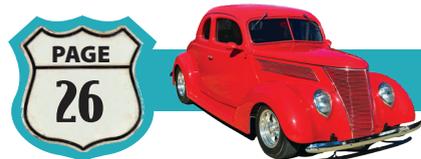
Mile 17.8 (Eastbound Mile 18.2) — Red Fox Motel on the right (north side), now a pawn shop with apartments, was advertised in 1960 as being AAA approved and Duncan Hines recommended. A postcard's description of the Red Fox: "Twelve fully modern units, equipped with fine Mengel furniture and Englander 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 then-13-unit Red Fox from 1954 to 1961 during its prime. Before the Red Fox was built, Snort's Barbecue, owned by Harry Smart, then renamed Roy Dees' Blue Line Tavern and finally called Red's Place — probably Lebanon's rowdiest nightspot in the late 1930s and 1940s — was located on 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 Adventures on Route 66 Lodge, an Airbnb with 1-, 2- and 3-bedroom suites, all with Route 66 themes, opened this spring in the former Route 66 Motel, originally the White Sands Motel when Dale and R.G. Lillard built it around 1959. The Lillards sold it two years later to build the nearby Shepherd Hills Motel. Some of the material came from old Army barracks at Fort Leonard Wood. The AAA-rated White Sands featured 32 rooms, air conditioning, with free TV, wall-to-wall carpets, panel ray heat, tub and shower and room phones. The Sands Restaurant — "Dining for the Whole Family" — and service station were next door. It also had a swimming pool. T.W. and Mickey Harms were listed as hosts in 1968. The two-story wing, where the new Marketplace on Route 66 is today, was demolished in 2021.

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, opening May 24, 1962. 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. At one time it was a Best Western. 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, a Standard gas station and the Shepherd Hills Gift Shop, which in 1972 was leased to the Reid family. The gift shop was a predecessor to today's famous Shepherd Hills Factory Outlets. The Reids eventually bought the motel and gift shop and began construction of their current building in 1999. Shepherd Hills Motel and Restaurant were widely known for good food and 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

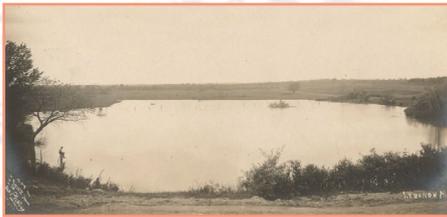


"GET YOUR KICKS ON ROUTE 66"





MILE 18.2 - THE WHITE SANDS MOTEL



MILE 18.1 - HORSESHOE POND



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



MILE 16.8 - CARTER & LAWSON'S



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

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." In 1972, Ida Reid opened Shepherd Hills Factory Outlets for the first time. Now, the Reid family's business is one of Lebanon's biggest tourist attractions. In 2023, co-owner Rod Reid was appointed by President Biden to serve on the federal Route 66 Centennial Commission.

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. **On the north side of Jonesy's Travel Center, note the arch declaring "SERVICE 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. "From Lebanon to Springfield, the highway is winding and traverses hilly country," Jack D. Rittenhouse wrote in his 1946 "A Guide Book to Highway 66." He added: "Because of the many resorts between here and Springfield, you will find a gas station at almost every milestone, many equipped with a small garage for elementary repairs."

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 I-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." (Tom Mix died in an auto accident on Oct. 12, 1940, so this incident either occurred

before that date, or, if afterward, it involved an actor who portrayed Tom Mix on the long-running radio serial, "Tom Mix Ralston Straight Shooters.") Grover Husted may have been a subsequent owner of the Bungalow Inn.

Mile 22.2 (Eastbound Mile 13.8) — Nothing remains of the McClary Motel, Cabins and Service Station at 18773 Highway W, on the north side of Route 66. However, the café was converted into a residence, according to a 2003 "Route 66 in Missouri Historic Resources Survey." Irv and Marge McClary moved in the late 1940s from St. Louis to Lebanon and, depending on the source, either built the six-unit motel and several tourist cabins or bought the existing business. Irv ran the service station, and Marge, an excellent cook, ran the restaurant, working as both chef and waitress. The café had four booths, five tables and eight stools at the counter. Irv and Marge 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.

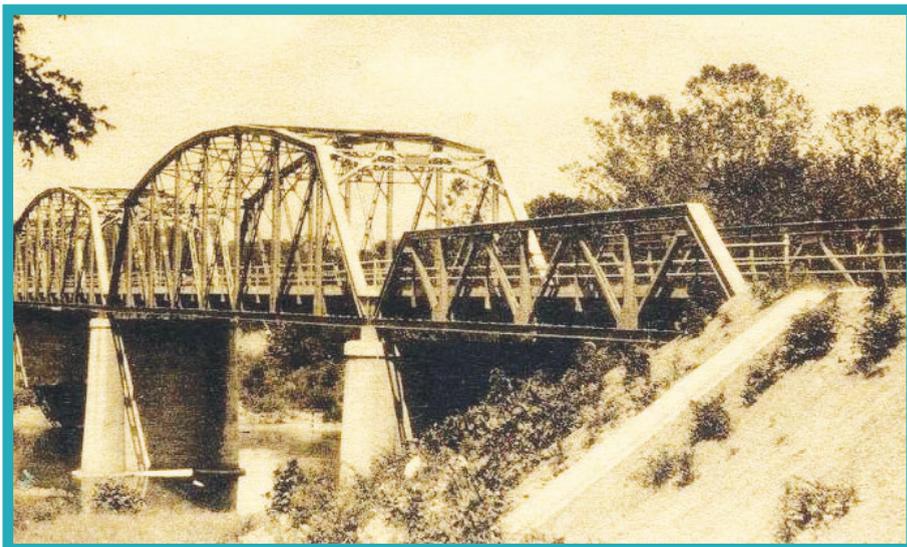
Mile 22.7 (Eastbound Mile 13.3) — Go left (south) across overpass at Interstate 44 Exit 123. To the left, toward the Happy Trails RV Center, is a short stretch of Route 66 from when the highway crossed the future I-44. To continue the tour, turn right (west) on the outer road (Campground Road) at Mile 22.9 to see a short segment of the original highway and the former site of the town of Coffeyville, 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 Coffeyville was before it was razed for the interstate. On the right (south side) was the Chi-K-Go Tourist Court and Tydol (later Fina) 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, which displayed in front "Ozark Hand Made Baskets." And on the left (north side), across from Kay's Gift Shop, was the Coffeyville Station and Restaurant, depicted in many photos from the era. J. Floyd Caffey was an entrepreneur who sold ice water, then Coca-Cola, to travelers on the Old Wire Road even before Route 66 existed. Seeing a business opportunity in supplying the needs of motorists, Caffey moved to the new route, built a grocery to supply men building the highway, then a café and filling station. In 1925 the community became known as Coffeyville. Caffey later added another gas station, a feed mill for grinding corn and wheat, a campground, cabins for overnight guests, a garage, and several rental houses. Coffeyville survived the widening of Route 66 after World War II but not the construction of Interstate 44 in the 1950s when the state bought and razed the entire town. J. Floyd Caffey was inducted into the Laclede County Route 66 Wall of Fame in 2024. 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.

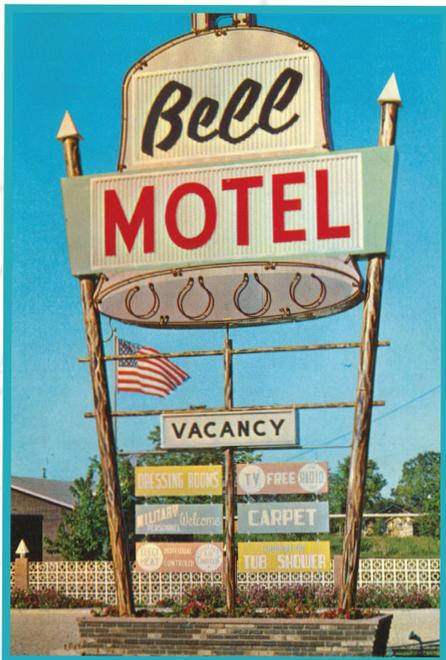


Route 66 Gasconade River Bridge at Hazelgreen.



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





The Bell Motel and Restaurant were located on the south side of Route 66 just west of the Wyota Commons apartments, formerly the Wyota Inn

MM 18.5

West Lebanon

MM 19.5



MILE 21.2 - BUNGALOW INN

MM 21.2

MM 22.2



MILE 23.4 - CAFFEYVILLE, MO

MM 22.7

MM 23.0

MM 23.4



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.

MM 24.1

Caffeyville



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 barely remembered Hi-Lite Tourist Court, Cafe, Cabins and “Complete Texaco Service” on the left (south side) at 17371 Highway W. The business may have been named after the neighborhood, identified as “Hi-Lite” in the Lebanon Rustic-Republican’s rural-news columns. Or, perhaps the neighborhood was named after the business, which had the slogan, “Stop Here and Feel At Home.” According to Lebanon newspapers, the Hi-Lite Tourist Court changed hands several times in the 1940s. “Al Rymark, who is known to friends as the ‘Human Cannonball’ of motorcycle riding has purchased the Hi-Lite tourist cabins, 8 miles west of Lebanon on Highway 66,” the Lebanon Daily Record reported on Sept. 23, 1946. He and his wife moved to Lebanon from Chicago after he retired from the Lynch Thrill Show. Rymark apparently purchased the business from Mr. and Mrs. Merle Wadsworth, who, according to Lebanon newspapers, had added a cabin early in 1946 and built and opened the café that summer. Rymark’s ownership didn’t last long. In 1950, another new owner, Mr. and Mrs. Elvin H. Stillion, took the Hi-Lite’s sellers, Mr. and Mrs. Tony L. Greear, to court in a

dispute over the tourist court’s water supply. According to the May 5, 1950, Lebanon Rustic-Republican, the court “ordered the title to the Hi-Lite Tourist Court back to the Greears.” Kevin Eastburn, who today lives just west of the site, remembers when the buildings were pushed down. “It was beautiful knotty pine,” he recalls. Eastburn has found a few Phillips 66 items that may have come from the station. Another one-time operator of the business was Lee Fenton. The cabins and gas-station building still stood when the “Route 66 in Missouri Historic Resources Survey” was conducted in 2002.

Mile 26.2 (Eastbound Mile 9.8) — No visible sign remains of the Orchard Grove Station, on left, approximately across from New Castle Road. The station was just before a curve that was the scene of numerous accidents in the 1930s. For example, The Lebanon Rustic-Republican reported that at 1 a.m. July 14, 1934, “a large beer truck turned off the high embankment on the curve near Orchard Hills filling station, turning over three times. It demolished the truck, but nobody was seriously hurt.” A head-on collision on the curve Nov. 18, 1934, sent three women to the Lebanon hospital, according to the Laclede County Republican. The station was owned by John F. Patton but was leased at various times. George Martin and family operated the station for a year ending in February 1934. Mr. and Mrs. A.N. Stone leased the station in March 1939. In the mid-1960s, the station building, then closed, was moved to another location in the area. A photo from the 1930s shows Bill Mayfield and John F. Patton at the pumps.

Mile 27.1 (Eastbound Mile 8.9) — Spring Grove Moravian Church was just past the Lonesome Hill Cemetery sign (Naples 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 a Butterfield Overland Mail stagecoach stop as early as 1858. long before there was a Route 66. The stagecoach carried mail and passengers. Fresh horses took over at this location. The historic building has been moved to Highway 64.

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

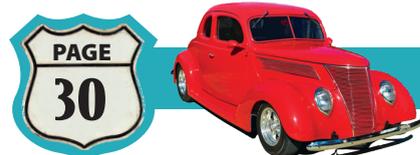
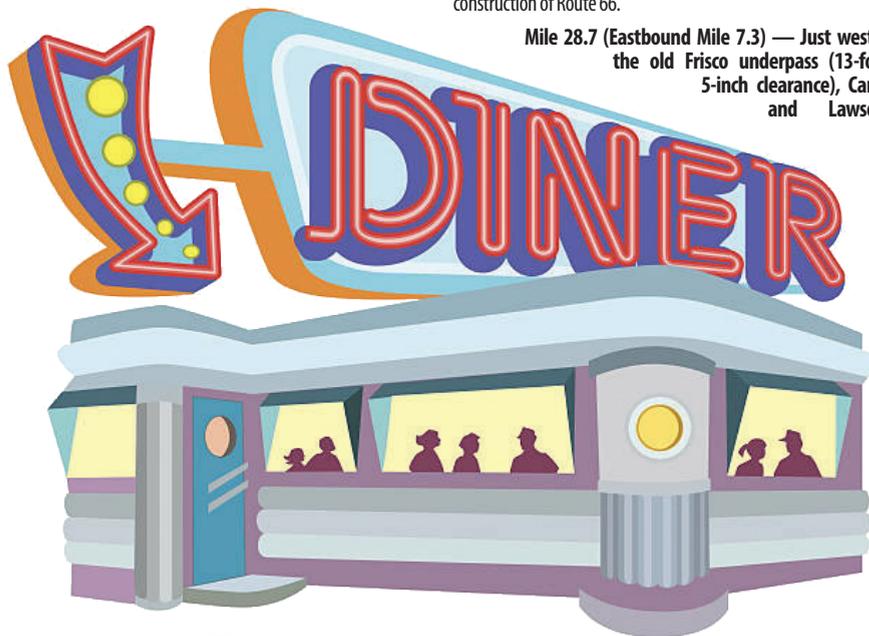
Underpass Cafe and Service Station was on the right. The Lebanon-Laclede County Route 66 Society restored the exterior of the old café with the blessing of owner Gary McMillan. Stop and read the informational sign. A metal service station, now gone, was to the right of the café. According to the book “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) — Lee Ervin’s DX station was on the left just before today’s I-44 overpass. “It was a marvel of ceramic blue panels and shiny new gas pumps,” recalls Steven Long, a child when it opened. “Even the DX logo revolved; it was amazing.” Others who operated gas stations at that corner were Lug Massey and George Truitt. Continue west at the overpass.

Mile 29.2 (Eastbound Mile 6.8) — On the right is the remains of a gas station believed to have been built and operated by Standard Oil in 1950-51. Howard Whitten was an early owner. Later owners were 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. Terry Wood, in his book “A Place Called Phillipsburg,” relates that “Bonnie Parker really liked Blanche’s Southern Home Style cooking of breakfast.” 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).



“GET YOUR KICKS ON ROUTE 66”



American DRIVE-IN

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Caffeyville

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

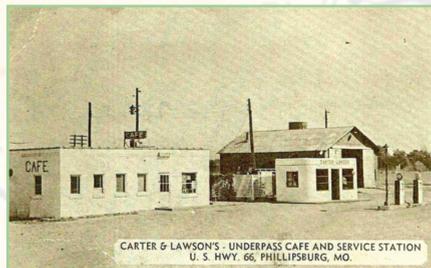
Phillipsburg



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 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 ruins of the old Phillipsburg High School, which closed in 1957, on the left.** Ads in old school yearbooks help us to identify Route 66 businesses in this area.

Mile 30.7 (Eastbound Mile 5.3) — **This concrete-block building at 14920 Highway CC was constructed in 1955, shortly before Route 66 moved to I-44, as a Tydol gas station. It was in operation as a service station until the 1970s and later was a used-car lot. according to the 2003 Missouri Route 66 Historic Resources Survey.**

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. 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, has been 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, closing in 1958 after I-44 bypassed Route 66. Gene and Irene Durbin bought the business in 1964, after it had been moved to West Commercial and Springfield Road in Lebanon. The next owners were Paul and Marolyn Taylor, who operated it from 1972 to 1994. Today, Taylor's Dairy Joy is back on Route 66 next to Wrink's Market.

Mile 32.7 (Eastbound Mile 3.3) — The access road to the second location of the Harris Café was at the curve on the right.

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 Café, operated by Gerry Pettit, and Sinclair Service were on the right (north side). The 2003 "Route 66 in Missouri Historic Resources Survey" gives the address as 214 N. Newport (Highway CC), just before Nelson Street.

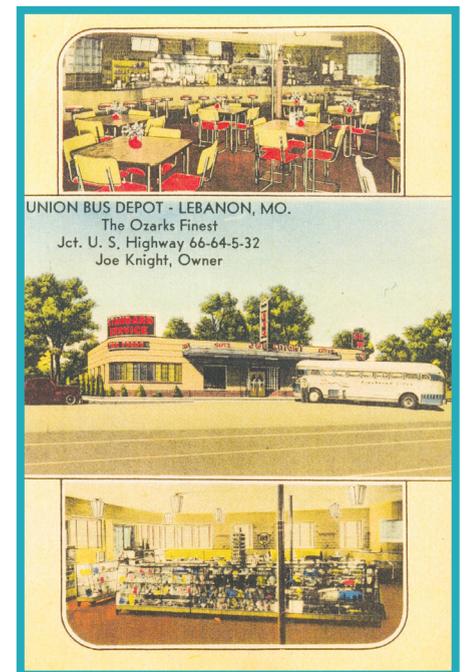
Mile 34.7 (Eastbound Mile 1.3) — Junction of Highway J (West Jefferson Avenue). To the right (northwest corner, where First State Community Bank is today) was the site of the Harris Tourist Court and Conoco station. Across J to the right, on the northeast corner (present site of the Conway Post Office and Shelter Insurance) was the Harris Café, also known as Barney's, opened by Barney and Marie Harris in 1931. Known as "The Home of The Little Round Pie," the café's most-notorious customers were Bonnie and Clyde. The café, also known as Barney's, moved a mile east of town in 1953, then to the I-44 and M junction in 1958 as I-44 was built. The third Barney's finally closed in 1965. According to Show Me Route 66 magazine, Winter 1995, Barney's father, 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. The Harris family was inducted into the Laclede County Route 66 Wall of Fame in 2024.

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 Café, Cabins and Tydol station. Kirk Pearce writes that Cassie and John D. Warren built the business in front of their home about 1940. John Warren operated the business until he went into the service and then it was leased out the remainder of the years. Leslie and Edna Weldon leased the café in the 1940s, and their daughter, Dorothy Weldon Courtney, was a waitress. The café and service station operated 24 hours a day, seven days a week. There also were cabins that were rented out. The Tydol station later was leased to Orin Percy of Lebanon and the café to Pat Ward. 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 2025) was the DeSuza Liquor Store.

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



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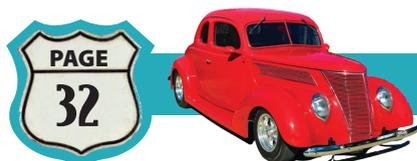
The Union Bus Depot, also known as the Greyhound Post House and later as the Metro Building, was located at the northeast corner of Route 66 and Highway 5. It was torn down to make room for Walgreens.

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MILE 31.0 - TWIN OAKS STATION AND TOURIST CAMP



CONWAY EXIT SIGN ON NEW 66

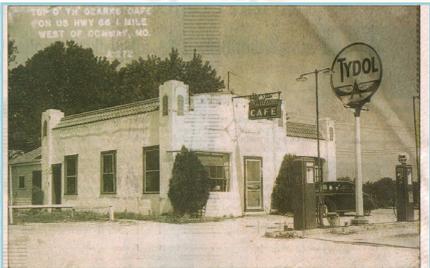
Phillipsburg

MM 30.1

MM 31.0



MILE 34.7 - HARRIS CAFE, CONWAY MO



MILE 35.7 - TOP O' TH' OZARKS CAFE

MM 32.1

MM 32.4

MM 34.0



MILE 32.4 - ALEXANDER'S DAIRY JOY



MILE 31.0 - TWIN OAKS STATION

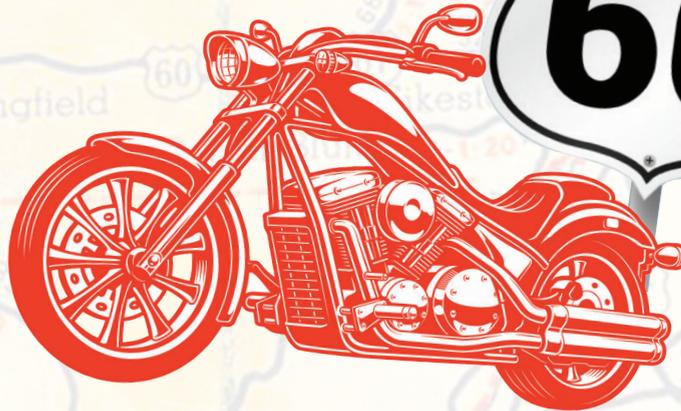
MM 34.5

MM 34.7

MM 35.5

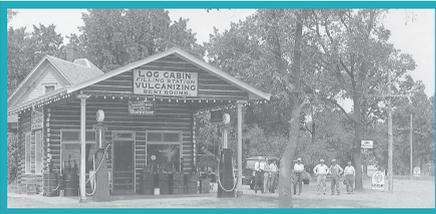
MM 35.7

Webster Co. Line
MM 36.0





First eastbound vehicle to drive on New Route 66 after its opening at 10:45 a.m. Thursday, Aug. 8, 1957. The Highway 5-32 bridge is in the background.



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.

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

Route 66 Museum had visitors from 52 countries last year

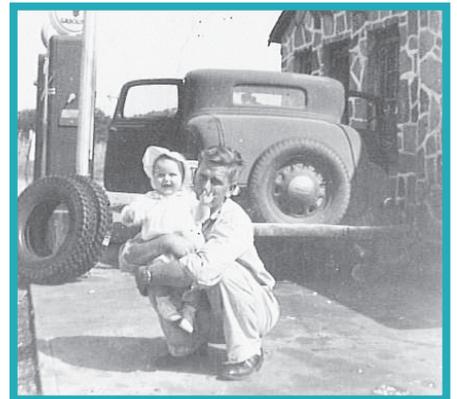
Route 66 Society

The Route 66 Museum at the Lebanon-Laclede County Museum attracted 13,924 visitors from 52 countries and all 50 states in 2024.

The top foreign countries, in order, were the United Kingdom, Italy, Spain, Canada and, in a tie, Germany and France.

The top states, in order, were Missouri, Illinois, Texas, Ohio and California.

The Route 66 Museum at the Lebanon-Laclede County Library is at 915 S. Jefferson. The museum and library are 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 4p.m. Saturday. Admission is free!



Bill Jones Sr., holding Bill Jr., took over the Shell station operated since the 1920s by his father Harry "Shorty" Jones following Harry's death in 1946. The station, located just east of Lebanon on Route 66, was demolished during construction of I-44.



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



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



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.



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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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.

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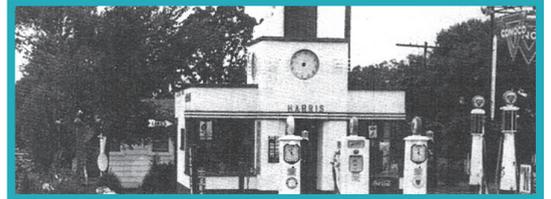


2025 LACLEDE COUNTY ROUTE 66 GUIDE & MAP





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.



The Harris Tourist Court and Conoco Station were located on the northwest corner of Route 66 and Highway J in Conway, where First State Community Bank is today. The Harris Cafe was on the northeast corner, where the Post Office is today.



Aerial view of the Gasconade River Bridge pre-interstate 44.



The Rock Court Motel and Cafe were located to the west of the Munger Moss on Lebanon's east Route 66.

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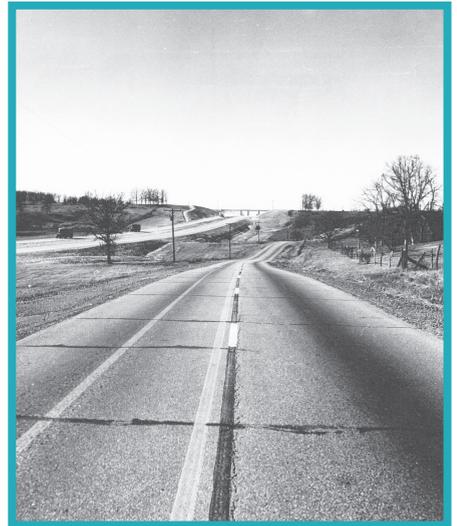
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Dean Elmore in May 1957. The Orchard Hills Package Store was located next to Crow Paint and Glass. Elmore owned the store at this location from 1946 to 1971 until he moved to the current location at 311 E. Elm, where in 2021 it celebrated its 75th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



The shuttered Forest Manor Motel was demolished in 2023. It was across from the Munger Moss Motel on east Route 66 in Lebanon.



The Lebanon Welcome Sign.



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

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/>

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Gail and Izola Henson owned and operated the Bungalow Inn from 1939 to 1945. The Bungalow Inn, located about three miles west of Lebanon, consisted of six cabins, a service station and a restaurant.

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



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has been designated as an All-American Road and National Scenic Byway in the state of Missouri.

<https://en.wikipedia.org>



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



• Bunion Derby runners on Route 66 in Arizona on March 17, 1928. Photo courtesy of U.S. Forest Service, Kaibab National Forest. The runners passed through Lebanon on April 23.

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--Laclede County Republican, July 14, 1922

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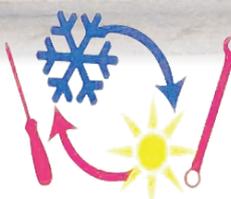
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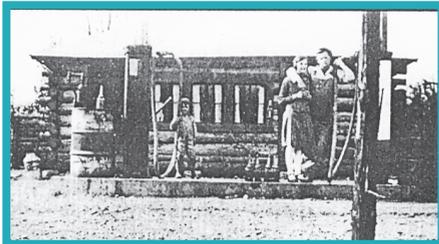


The original Midway Camp service station in 1935 with Harvey Shank and grandchildren in front.



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

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.



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."

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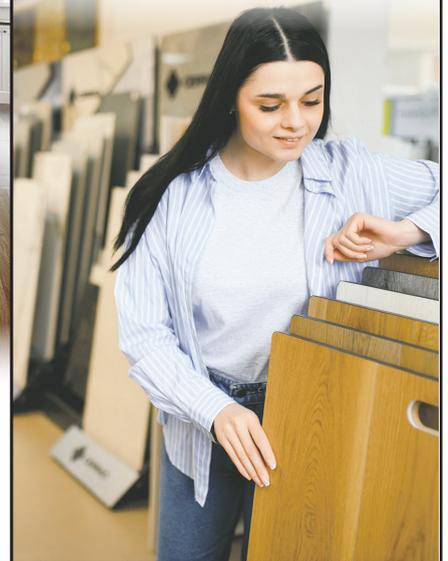
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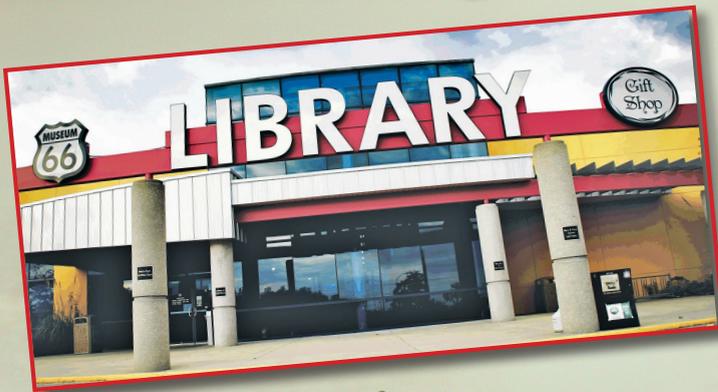
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