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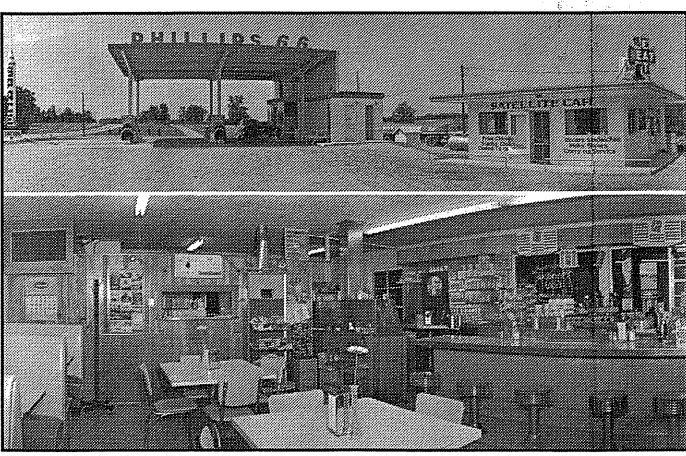
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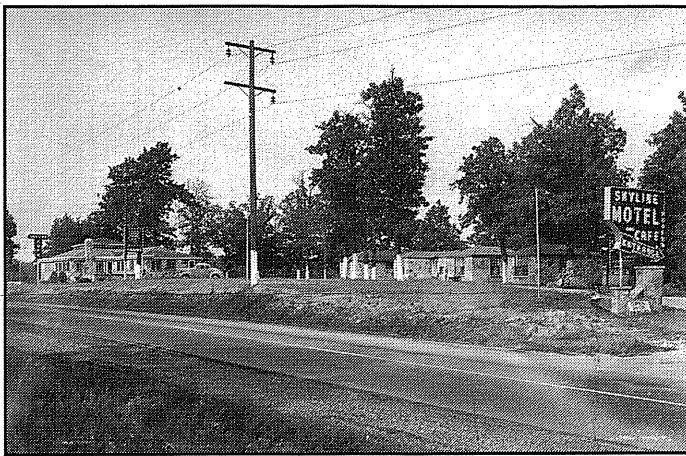
**Wrink's Market**  
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Mile 21.8 — Green Gables Court (now Forest Manor Motel) 1940s



Mile 25.5 — Satellite Cafe and Space Station 1960s



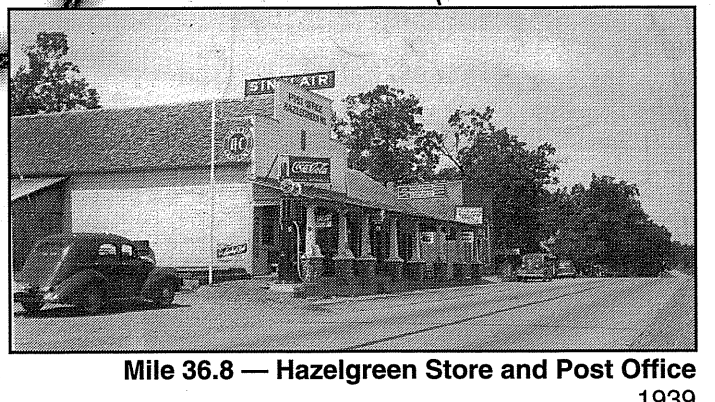
Mile 24.3 — Skyline Cafe and Motel 1940s



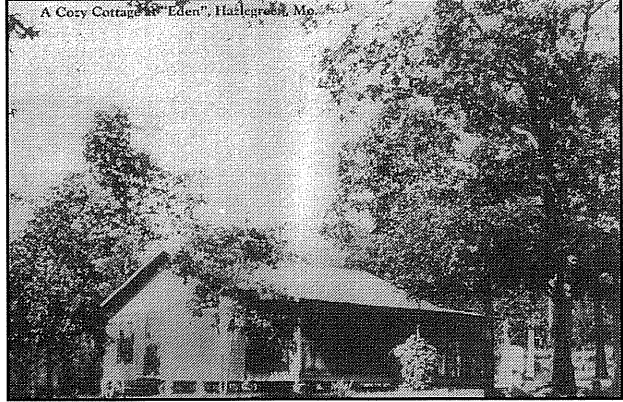
Mile 32.1 — The Harbor/Brownie's/Geno's 1960s



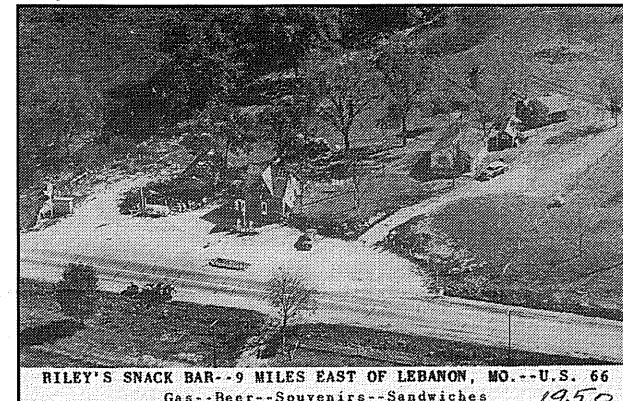
Mile 24.6 — Vesta Court Cafe 1940s



Mile 36.8 — Hazelgreen Store and Post Office 1939



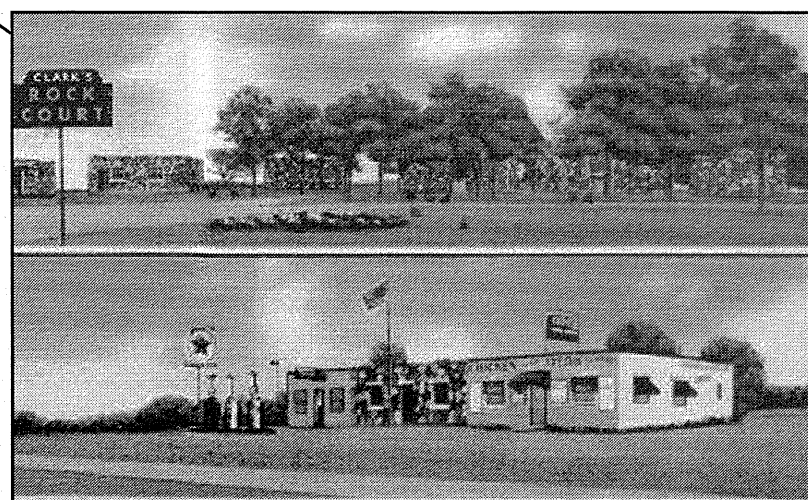
Mile 34.9 — Eden Resort 1930s



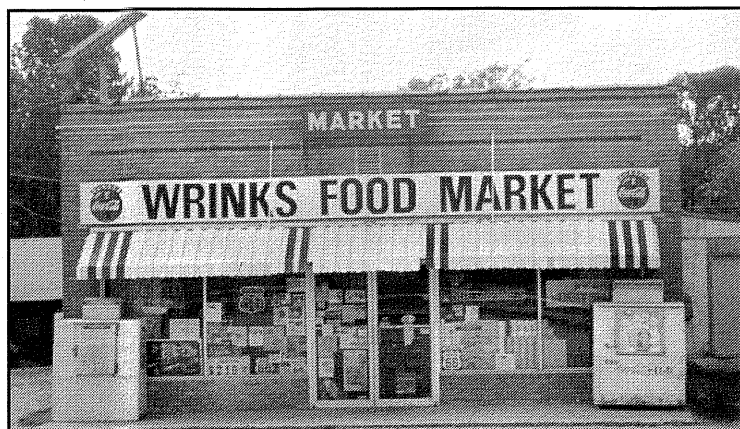
Mile 30.3 — Riley's Snack Bar 1950



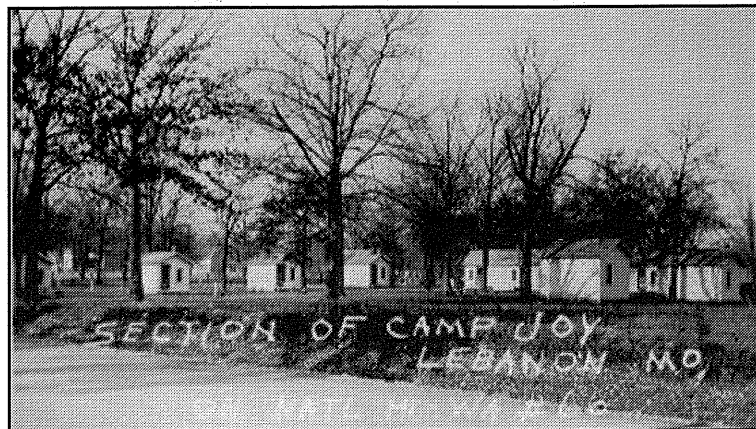
Mile 21.8 — Munger Moss Motel 1990s



Mile 21.8 — Rock Court Cafe and Motel 1940s



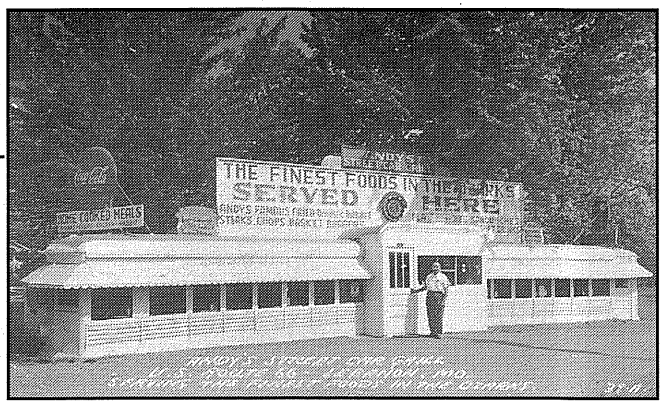
Mile 21.7 — Wrink's Market Today



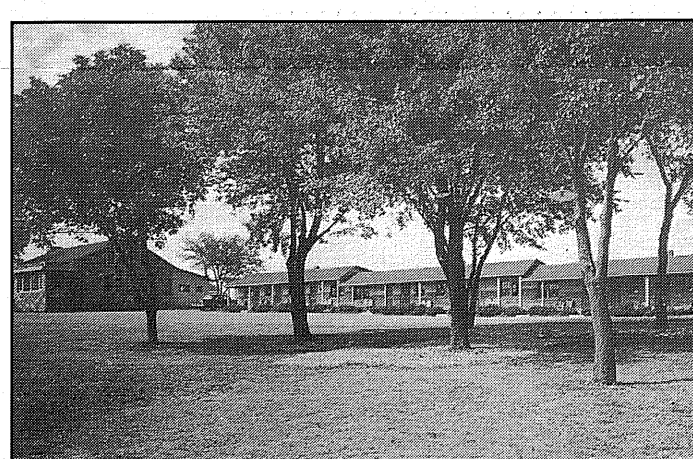
Mile 20.9 — Camp Joy 1920s



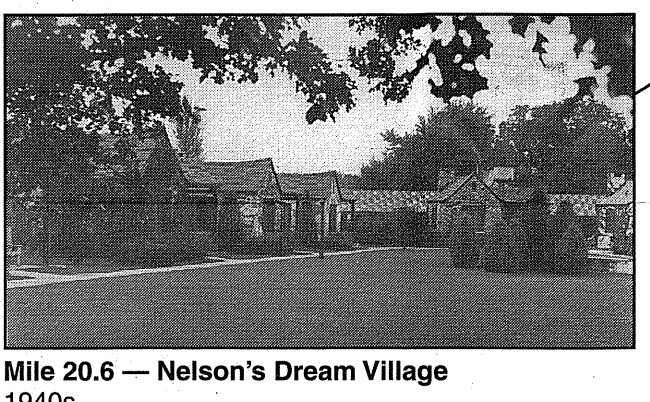
Mile 20.6 — Greyhound Post House/Union Bus Depot (now Metro Building) 1950s



Mile 20.8 — Andy's Street Car Grill (north side of street) 1950s



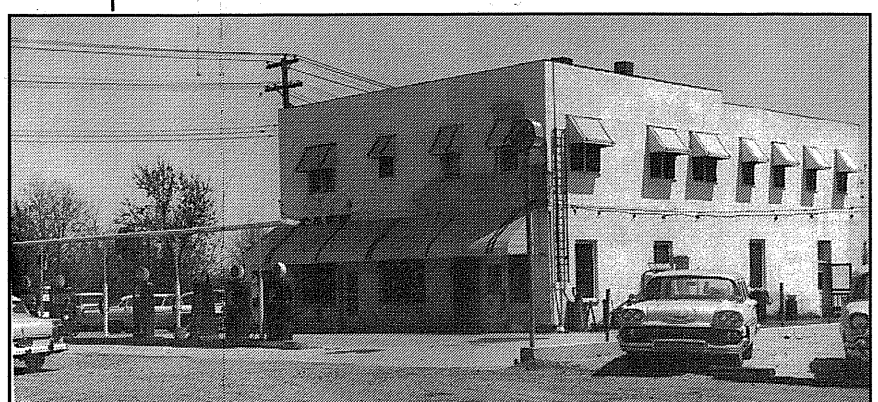
Mile 19.2 — Red Fox Motel 1950s



Mile 20.6 — Nelson's Dream Village 1940s



Mile 20.6 — Nelson Tavern/Hotel 1940s



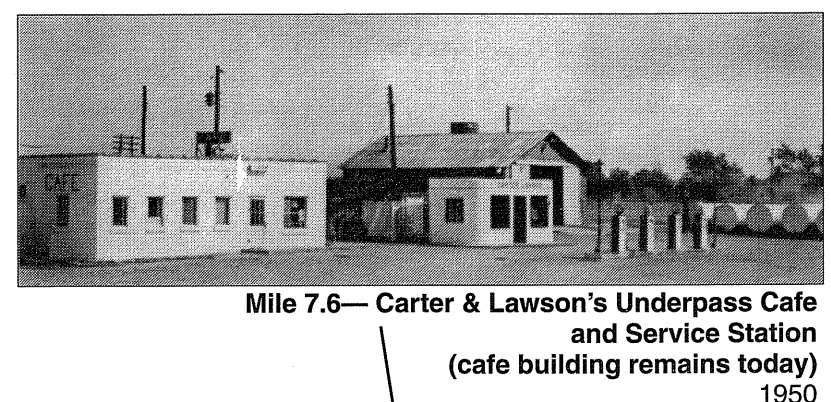
Mile 20.5 — Caldwell's Truck Stop and Cafe 1950s



Mile 14.8 — McClary Motel Today



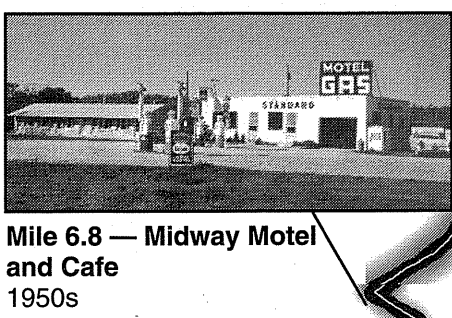
Mile 15.8 — Bungalow Inn 1930s



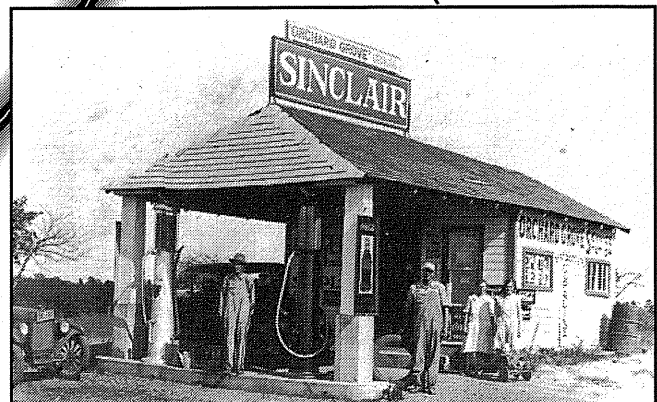
Mile 7.6 — Carter & Lawson's Underpass Cafe and Service Station (cafe building remains today) 1950



Mile 14.2 — Caffeyville 1930s



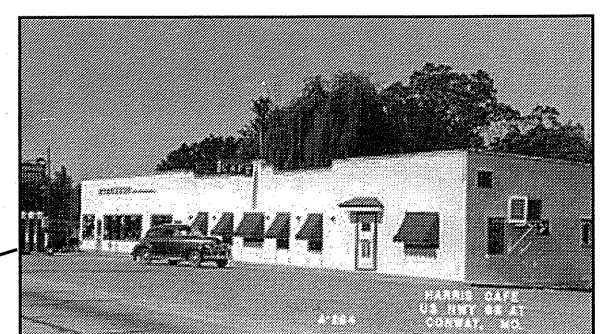
Mile 6.8 — Midway Motel and Cafe 1950s



Mile 9.9 — Orchard Grove Station 1920s



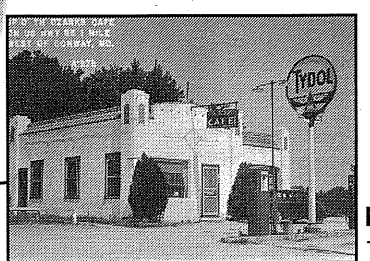
Mile 10.7 — HI-Lite Tourist Court Today



Mile 1.4 — Harris Cafe and Station (west side of street) 1940s



Mile 5.2 — Maud Snyder marker Today



Mile 0.2 — Top O' Th' Ozarks Cafe 1940s



**Laclede County Missouri**

If anything, Route 66 is more famous now than when "The Main Street of America" included the Laclede County communities of Hazelgreen, Lebanon, Caffeyville (now just a memory), Phillipsburg and Conway. Thanks to every form of pop culture imaginable, the absence of Route 66 has made the heart grow fonder, so much so that on May 1, 2001, the county commission officially restored Route 66 as the name of all existing segments of the original highway in rural Laclede County.

In the beginning, Route 66 was an Indian trail that with the arrival of the white man became known as the Springfield Road or the St. Louis-Springfield Road. After telegraph wire was strung during the Civil War from the Mississippi River to the western boundary of Missouri, it was known as the Wire Road.

In the early 20th century, the Good Roads movement inspired new organizations throughout the United States, including the Ozark Trails Association in 1915. "The idea was to build a highway from St. Louis to Las Vegas, N.M., known as The Ozark Trail," according to a 1949 story in The Lebanon Daily Record.

Don O. Vernon, Sam R. Farrar and William H. Owen represented Lebanon at a meeting of 5,000 delegates in Amarillo, Texas, on June 27-29, 1917. They campaigned successfully for Lebanon to be on the Ozark Trail.

But it wasn't until 1922 that the State Highway Commission approved routing a permanent state highway — the future Route 66 — through town, thanks to the Centennial Road Law passed by the General Assembly in 1921 and a subsequent campaign by local citizens. Representing Laclede County on the St. Louis-Springfield-Joplin Highway Association were I.T. Curry of Lebanon, W.M. Hawkins of Hazelgreen, Bert Henderson of Phillipsburg and Andrew Rader of Conway.

The Laclede County Republican reported that there was competition for the new route, but "The Direct Route" — the route along The Ozark Trail through Lebanon — was 10 miles shorter than a competing route through Bland and Vienna, 48 miles shorter than one that headed south at Rolla to Cabool and 50 miles shorter than one that passed through Jefferson City.

The State Highway Commission awarded the route through Lebanon and Laclede County on July 12, 1922, then reaffirmed the decision July 25 after protests were heard from a group wanting the road to be diverted south at Rolla, passing through Houston, Cabool and Mountain Grove before reaching Springfield.

Lebanon sent 127 road boosters to the second meeting, including the school band, which led a parade from the Madison Hotel, headquarters of The Direct Route supporters, to the statehouse. More than 800 supporters were in attendance, including delegations from Conway, Phillipsburg and Richland.

The Aug. 4 Republican confirmed that the commission had upheld The Direct Route.

The highway was built in stages — first dirt, then gravel, then concrete — with the section from the east county line to Mill Creek Road in Lebanon being open by July 1925. But it first was known as State Road No. 14, not Route 66. The federal government didn't get involved in a national highway system with standardized numbers until late 1924. State Road No. 14 was selected for the federal system in October 1925, although at first it was thought the road's new name would be Route 60.

But 60 — with that prestigious zero — also was the number sought by boosters of a road from Los Angeles through Springfield to Newport News, Va. It took until August 1926 for the dispute to be settled: "60" went to the highway that in Missouri ran from Springfield to Silkeston, and "66" went to State Route No. 14.

And it remained Route 66 in Laclede County until Dec. 4, 1957, when the last 7.2 miles of new pavement on Interstate 44 between Lebanon and Conway opened to traffic. Although I-44 also would carry the Route 66 shield until it was decertified in Missouri in 1977, an era that brought The Main Street of America through Laclede County had become a memory.

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