

2022 Laclede County
Route 66
guide&map



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Welcome to the Heart of Route 66!

Thanks for picking up a copy of the 2022 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 fifth edition of our guide, you can travel 36 miles of Route 66 from one end of Laclede County to the other, identifying mile-by-mile nearly 100 existing and past points of interest that made the Mother Road the attraction it continues to be today.

You also can explore the shopping, dining, lodging, antiquing, factory outlets and many other attractions offered by the nearly 60 advertisers whose support made it possible for this guide to be free. Please consider spending a full day or more in Lebanon, "The Heart of Route 66," and Laclede County to experience everything we have to offer.



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

Gasconade River Bridge



Don't wait to visit the historic Gasconade River Bridge, about two miles west of the Pulaski-Laclede county line. The bridge, built from 1922 to 1924, is threatened with demolition

if negotiations fail for the Route 66 Association of Missouri to assume ownership from the state of Missouri. To access it, look for turnoffs to the south on either side of the replacement bridge, which opened in 2019. The bridge's four spans include two Parker Trusses, one Pratt Truss and a Warren Pony Truss. The bridge continued to carry traffic until December 2014 when it was closed because of extensive deterioration.

Munger Moss Motel



When you think of Route 66 in Lebanon, Missouri, the first image that comes to mind probably is the beautiful neon sign of the Munger Moss Motel, which celebrates its 76th anniversary in 2022. You've seen that sign

featured in many Route 66 books and magazines. Pete and Jesse Hudson purchased the Munger Moss sandwich shop in 1945 and moved it from the old, bypassed alignment of Route 66 at Devils Elbow to Lebanon. The motel opened the following year. Bob and Ramona Lehman bought the motel in 1971. Bob died in 2019, but Ramona still greets guests with wide smiles, warm hugs and generous advice on what to see next on Route 66. Bob and Ramona Lehman were inducted into the Laclede County Route 66 Wall of Fame in 2022.

Wrink's Market



Wrink's Market on the north side of Route 66, just past the Munger Moss Motel, was operated by the late Glenn Wrinkle, a true Route 66 ambassador, from 1950 until his death in 2005. It was reopened under the name The Vintage Cowgirl at Wrink's Market by his

granddaughter, Katie Wrinkle, in 2017. Today, The Vintage Cowgirl brings back the nostalgia of Wrink's Market with a mini-general store, old-school deli, a restaurant (with its "Rootin' Tootin' Menu") and gift items. 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 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 to 1975, the building provided overnight accommodations to Route 66 travelers under the names Lenz Homotel – an amalgamation of "home" and "motel" – and, in its later years, simply the Lenz Motel, operated by William and Ethel Lenz.



Lebanon-Laclede County Route 66 Museum



Lebanon is proud to be the home of the first permanent Route 66 museum in Missouri. The Route 66 Museum, located in the Lebanon-Laclede County Library, attracted visitors from 29 countries, all 50 states and 195 Missouri cities last year. The

3,500-square-foot museum, which celebrates its 18th anniversary this year, honors the legacy of Route 66 in Laclede County and includes a Route 66-themed gift shop. It's open six days a week, and admission is free. Make sure you see the new Laclede County Route 66 Wall of Fame honoring "those who made exceptional contributions to the development or promotion of Route 66 or who operated legendary businesses on Route 66 in Laclede County, Missouri."

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, depicting a 1957 Chevrolet driving past the "Our Town, Your Town" sign at the entrance to Lebanon, is designed so you can pull your classic car in front of it and pose for pictures. The second mural shows a 1927 Texaco gas truck crossing the Gasconade River Bridge.

The third mural depicts the "Nelson Family Legacy," which recognizes the many contributions Col. Arthur T. Nelson and his descendants made to Route 66 in

Lebanon, including donating 40 acres for the right-of-way and founding such iconic businesses as the Nelson Hotel and Nelson's Dream Village. The mural pays tribute to Nelson's Dream Village and the Nelson family's famous apple orchard.

Camp Joy cabin at Boswell Park



Before you leave Boswell Park, check out the Camp Joy cabin on the hill. Camp Joy was one of Lebanon's first Route 66 tourist camps, founded by the Spears family in 1927, one year after the gravel road through Lebanon was designated Route 66. Camp Joy

was located at the present location of Sing Rental, and owner Lee Sing donated the last surviving cabin to the Route 66 Society in 2019. Volunteers from the Route 66 Society restored the cabin inside and out and moved it to Boswell Park. Make sure you read Camp Joy's history on the cabin's north side. Outlaws Bonnie and Clyde were among Camp Joy's most notorious customers.

Underpass Café



About nine miles west of Lebanon on Route 66/Highway W, just west of the Frisco Railroad bridge, you'll find the Underpass Café. The Route 66 Society finished restoring the building's exterior in 2019. O.E. Carter and Ed Lawson, who previously

operated two gas stations in Lebanon, owned the café, a prefabricated gas station and a garage. The gas station, no longer standing, opened in 1941, and the café was added in 1950. The station was handy for those truckers who needed air after letting it out of their tires in order to pass under the bridge. The businesses closed sometime after the new Interstate 44 bypassed them in 1957.

Before you start

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

Every year we learn more about Laclede County's Route 66 history. Text for this 2022 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 newly reprinted book, "Route 66: Laclede County Memories 1926-1957." Copies of the book may be bought at The Laclede County Record office, the Lebanon-Laclede County Library gift shop and the Munger Moss Motel gift shop.

The cover, designed by Shawna Bradley of The Laclede County Record, imagines the 1966 Chevelle of Cliff Claxton of

the Route 66 Society across from the Eden Resort entrance at Hazelgreen.

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 Shawna Bradley under the direction of Jennifer Early and Beth Chism, all of The Laclede County Record. Design was by Shawna Bradley and Daniel Foust. We thank all the businesses and organizations that participated.





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



The Midway Motel and Standard Station on Route 66 at Phillipsburg, pictured in the late 1950's 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.



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



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



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Route 66 Festival starts downtown, moves to Boswell Park

The 2022 Lebanon Route 66 Festival, presented by Heritage Bank of the Ozarks, will feature cruise-ins, music, food, games and crafts during a jam-packed two-day schedule June 17-18.

The first cruise-in will be Friday evening on Commercial Street in downtown Lebanon, part of a Route 66-themed event hosted by the Lebanon Downtown Business District.

Saturday's events, hosted by the Lebanon-Laclede County Route 66 Society in partnership with the Lebanon Parks and Recreation and Tourism departments, again will kick off with the annual Route 66 Parade that leads to Boswell Park for an all-day cruise-in that includes a concert by Dawson Hollow.

This is the 15th Lebanon Route 66 Festival since 2001.



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

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See the Route 66 Wall of Fame at the Lebanon Route 66 Museum

Two families that pioneered overnight lodging in Lebanon, the five-decade owners of a motel that attracts guests from around the world, a grocer who grew his neighborhood store into a major tourist attraction and a preservationist who envisioned how Lebanon could celebrate its Route 66 heritage are the first inductees to the new Laclede County Route 66 Wall of Fame.

The honorees are:

- Bob and Ramona Lehman, who in 1971 bought the Munger Moss Motel, which Ramona Lehman still operates today.
- Col. Arthur T. and Lizzie Nelson and Frank and Dorothy Nelson, founders of the Nelson Tavern (a hotel) and Nelson's Dream Village.
- Charles and Lida Spears and Emis and Lois Spears, founders of Camp Joy.
- Bill Wheeler, originator of the Lebanon Route 66 Festival and the Route 66 Society.
- Glenn Wrinkle, operator of Wrink's Market for 55 years.

The Wall of Fame, a project of the Route 66 Society, honors "those who made exceptional contributions to the development or promotion of Route 66 or who operated legendary businesses on Route 66 in Laclede County, Missouri." You can see the Wall of Fame plaques at the Lebanon-Laclede County Route 66 Museum entrance.

The free museum is located in the Lebanon-Laclede County Library, 915 S. Jefferson Ave. The library and museum 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 4 p.m. Saturday. Closed Sunday. Closed Sundays and holidays.

The museum attracts nearly 15,000 visitors from around the world each year.



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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 Lindsay Ford.

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Festive occasion as Camp Joy cabin moves to park

Route 66 Society/May 4, 2019

Let the record show that the last overnight guests at Camp Joy were Bobby Justice and seven volunteers who were helping Justice prepare the last Camp Joy cabin for its move to Boswell Park the next morning.

Bobby's Mobile Transport of Springfield had been hired for the project, and after attaching the flatbed trailer that carried the restored cabin to Justice's truck Friday evening, the crew moved a mattress and chairs inside and spent the night.

About 8:30 p.m., Craig Fishel of Springfield dropped by while traveling through Lebanon. Fishel's grandparents, Emis and Lois Spears, and great-grandparents, Charles and Lida Spears, opened Camp Joy to Route 66 travelers in 1927. As a child, Craig and his siblings delivered pitchers of ice to Camp Joy cabins after guests checked in. On Friday, with windows temporarily removed from the cabin for the move, those camping inside on a chilly night didn't need any ice.

Saturday's move of the Camp Joy cabin was a festive occasion for the Fishel family and the Lebanon-Laclede County Route 66 Society, which has been restoring the building since Lee Sing gave it to the group in January. Sing purchased the remaining Camp Joy property last year in order to expand his business, Sing Rental.

By 7:30 a.m., a crowd of Route 66 supporters had gathered at the old Camp Joy site, many with classic vehicles, including Carson Elliott of Lebanon, who drove his rare, black 1953 Diamond T 923F. The truck would lead a caravan accompanying the cabin to its new home.

"It was a big truck in its day," Elliott said.

Although Craig Fishel had visited the cabin several times on recent drives to and from Jefferson City – he is a state representative in District 136 – Saturday was the first visit in a while for brother Evan of Marshfield.

"I got a lot of memories on this piece of dirt," Evan said. Looking at the cabin, he added: "You got it looking good."

Evan told how he had tried to buy the

cabin from a previous owner several years ago without success. "I just didn't want to see it destroyed." The restoration project, he said, "just tickles me to death."

Craig and Evan brought a fifth generation of the Fishel/Spears family to the event: Evan's sons Travis and Tyler, of Marshfield, and Craig's daughter, Lyndie Rush of Springfield. They posed for a family photo at the side of the cabin where Justice and his crew had lettered a tribute to Emis and Lois Spears.

Craig Fishel wondered aloud what Camp Joy would be like if still in business today.

"If this had been preserved, it would have been a tourist attraction," he said. Adding that the cabin where Bonnie and Clyde hid out for two or three days, their car in an attached garage, today would be known as the "Bonnie and Clyde Suite."

Lebanon was a popular overnight stop in the early days of Route 66. Camp Joy's competitors included Top o' The Ozarks Inn, built by the Nelson family about the same time as Camp Joy, the Nelson Tavern (also known as the Nelson Hotel), built in 1931, and Nelson's Dream Village, opened in 1935. The irony of the Camp Joy cabin-restoration project is that it has been led by Route 66 Society board member Bruce Owen. Owen's great-grandparents, Arthur and Lizzie Nelson, and grandparents, Frank and Dorothy Nelson, owned and operated those competing businesses.

But almost a century later, any competitiveness had vanished as the Fishel brothers posed with Owen and Ramona Lehman, who has operated Lebanon's Munger Moss Motel since 1971. The Munger Moss was built in 1946 when Camp Joy and the Nelson operations still were going strong.

Sing and Lebanon City Administrator Mike Schumacher, whose support for



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the project has been integral to its success, also were on hand to greet the Fishels.

Saturday's caravan to Boswell Park left the old Camp Joy property at 8:10 a.m. Nine vehicles, with Lebanon police in the lead, preceded the trailer with the cabin, with about the same number of cars and pickups behind it.

Secured to the back of the cabin as it moved west on Route 66/Elm Street were two shrubs donated by Justice's crew. The shrubs will be planted next to the cabin at Boswell Park.

Although the City of Lebanon had poured a new foundation for the cabin on the knoll west of the Route 66 murals, the ground was too wet Saturday to move the cabin beyond the parking lot. "We're going to have to wait until it dries to get it up there," Justice explained.

But any disappointment didn't show. "I can't thank you enough," Craig Fishel said. "The city, the police department, everybody, for all the work you've done, all the volunteers."

Owen said he was pleased how the day turned out. "I'm happy. I am happy. It went well. Lots of good people. Lots of support."

Lehman, a charter member of the Route 66 Society, also called it a good day.

"It makes us feel good that the Fishels think so much of us," she said, "It's the best thing we could have done."

The Route 66 Society plans to finish the cabin's restoration by June 1. It will be rededicated in a program at 11:45 p.m. June 15 during the Lebanon Route 66 Festival.

As for those last overnight guests at Camp Joy, if there had been a



Camp Joy cabin travels along Route 66 to Boswell Park where visitors can view it.

guestbook, they would have signed: Bobby Justice, Brittany Dorrell, Christi Cole, Reggie Hervey, Kevin Smith, Carl Smith, Tasha Smith and Rob Pinnegar, all of Springfield.

Crew members Patricia Martin and Rachel Holloway, both of West Plains, stayed at the Munger Moss.

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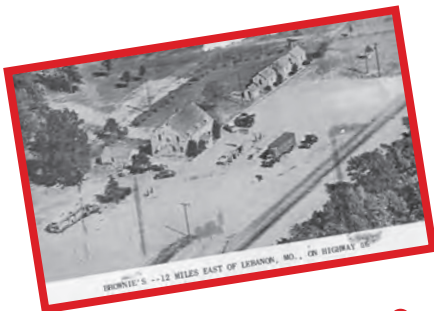
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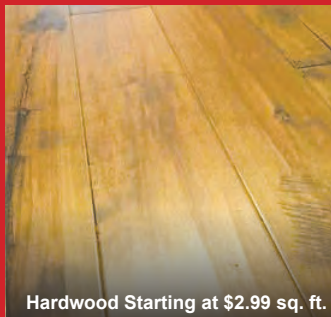
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4 Acre Camp, also known as 4 Acre Court, was located four miles east of Lebanon on Route 66. According to the 2002 book "Route 66: Laclede County Memories, 1926-1957," the camp was built in 1939 by Ray Coleman and Blackie Walters. It included "family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

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



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

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HAZELGREEN TO SLEEPER

NOTE: Before you start the Route 66 tour at the east end of Laclede County, we suggest a short detour to see the former Oasis Truck Port and Café, built in 1958 by Ed Lentz, on the north side of Interstate 44, just inside Laclede County. Before the Missouri 133 overpass was built in the early 1970s, the truck stop was accessible to Route 66 via the old alignment of Missouri 133. To reach it today, exit I-44 on the current Missouri 133 (Exit 145), turn north, then go left on the outer road, Holiday Hills Road. The old truck stop is 0.3 mile west; look for the gravel driveway. You still can see the faded “Mobil” on both sides of the gas station part of the business. The current location of the Oasis Travel Plaza is on the east side of Missouri 133.

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) — The six-unit Central Motel, still standing on the south side, was built to be Hancock’s Motel about 1945, according to Route 66 historian C.H. “Skip” Curtis. The motel and an adjacent Mobil station both were owned at one time by the same Ed Lentz who built the Oasis Truck Port on the opposite side of I-44 after this segment of Route 66 was bypassed. In the early 1970s, the former motel building was a bar known as the Wayside Inn. Glance across I-44 to see where the old alignment of Missouri 133 connected with Route 66.

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

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

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

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

Mile 2.1 and 2.5 (Eastbound Mile 33.9 and 33.5) — To access the historic Gasconade River Bridge, look for turnoffs to the south on either side of the new bridge, which opened Aug. 2, 2019. As 2022 begins, the Route 66 Association of Missouri continues efforts to save the old bridge from demolition. The bridge’s four spans include two Parker Trusses, one Pratt Truss and a Warren Pony Truss. The bridge was built from 1922 to 1924, before Route 66 was born. Even after the westbound lanes of Interstate 44 were built in the mid-1950s, the old bridge carried eastbound highway traffic into the 1960s and local traffic until December 18, 2014, when it was closed because of extensive deterioration. Actually, this was an historic site a century before Route 66. The first cabin constructed by a white man in what became Laclede County was built on the west side of the river by Jesse Ballew in 1820.

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

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

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

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

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

NOTE: Route 66 enthusiasts who want to drive every mile of existing pavement should cross the overpass to the north side of I-44, then turn right (east) on the dead-end outer road, Hidden Hills Road (road sign missing in February 2022). Reset your trip meter at zero as you turn on the road. At .8 mile, you’ll notice a change in pavement. This is approximately where westbound Route 66 returned to the south side of the future I-44. Traveling east, Sunrise View Tourist Court and Standard Station was the first business on this segment of Route 66. The house on the left at mile 1.1 was part of Sunrise View, and the cedars indicate where the gas pumps were. Sunrise View was built in 1926 by Lee and Marie Moore. The six log cabins (with community showers) rented for \$1 to \$1.50 each night during the summer season only. Sunrise View stayed in operation until the mid-1950s, when I-44 was built. Across from Sunrise View, on the south side, was Cedar Crest store, cabins and station, at one time operated by Jim Harrison. Just east of Sunrise View (just past a blue house today), a promoter in 1971 dug a well, built a gravel parking lot and erected a tall sign identifying it as “God’s Well.” Directly in front of the concrete-block well house were five water fountains. The owner advertised in the Kansas City Star that Christ had appeared at the well three times. The water was promoted to have curative benefits and shipped all over the country, but God’s Well was short-lived as a tourist attraction. Rock Ridge Store and Station was on the north side at the 1.5-mile mark, where a newer house and garage sit today. The Rock Ridge well house still can be seen. 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. You’ll see the well-preserved remains of Al Harper’s Skelly Station, with its curbed driveway, on the left at the 2.3-mile mark. Charley Gilmore built the station at the same time I-44 was built, because for a few years this segment of Route 66 still was being used as I-44’s westbound lanes. Estill Clay, the first employee, remembered pumping the first tank of gas at the station. Al Harper was the subsequent operator. You can follow the old pavement for 2.6 miles, to the second dead-end sign, to see where Route 66 crossed the future I-44 again as it approached the Gasconade River Bridge. Turn around at your convenience and return to the overpass to resume the tour. Mileage for the rest of the tour resumes at 5.3, the distance from the county line.

Mile 5.3 (Eastbound Mile 30.7) — Just past the junction of highways T and N, on the northwest corner where truck containers are stored today, was The Harbor roadhouse, at various times called Lucy’s Truck Stop, Brownie’s and, finally, Geno’s, a pizza restaurant protected by a dog that was overweight because, it was said, everyone fed it pizza. (In the late 1960s or early 70s, 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. A gas station on the south side of Route 66 was operated at one time during the Route 66 era by Bill Wagoner.

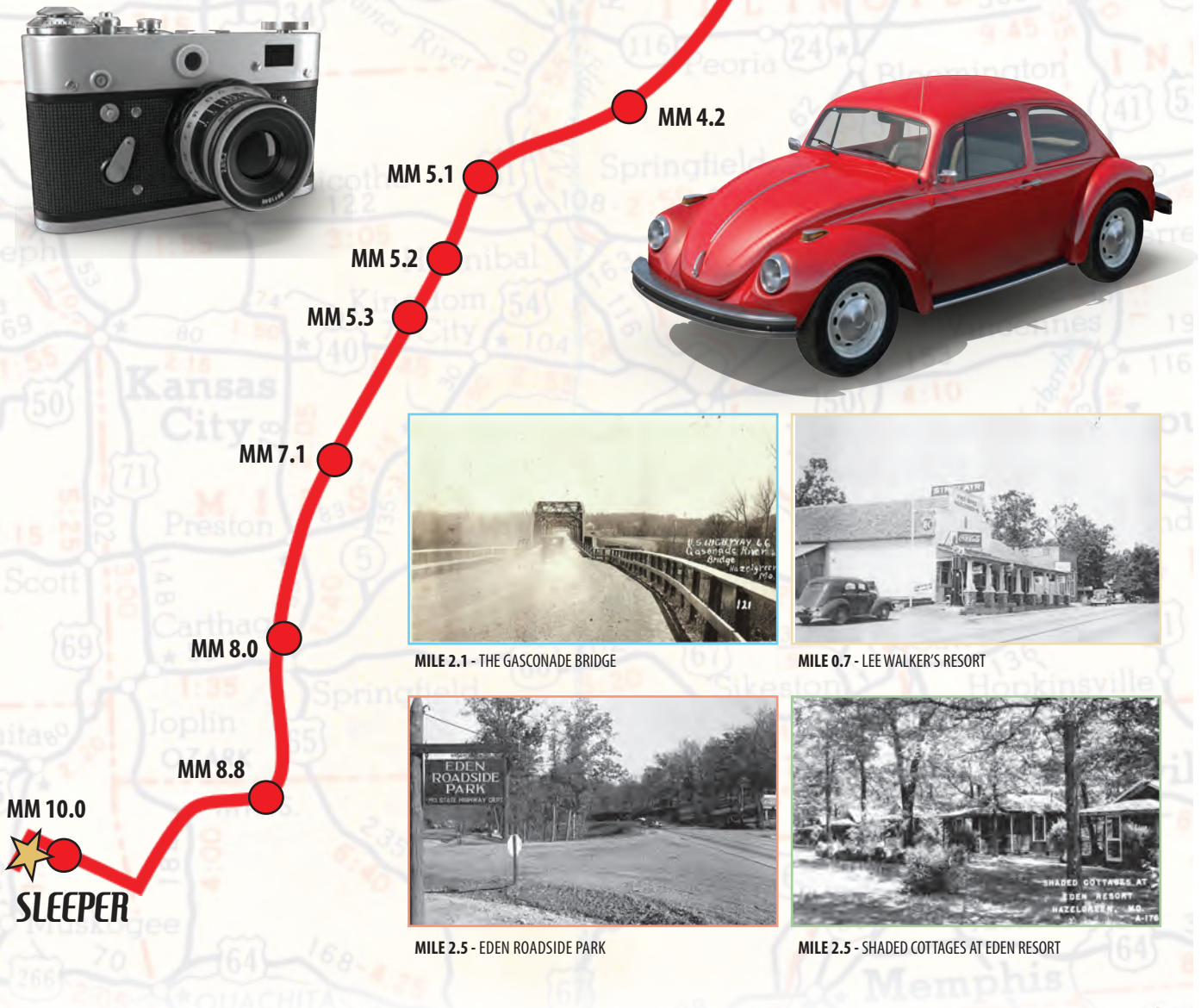
HAZELGREEN

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

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

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

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



SLEEPER TO WRINK'S

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

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

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

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

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

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

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

Shetland ponies to the Ozarks," Marie recalled years later. Five weeks after they bought the motel, Forrest Luper, 54, died.

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

Mile 13.8 (Eastbound Mile 22.2) — The K&T Court was somewhere in this area in the 1950s.

Mile 14.2 (Eastbound Mile 21.8) — Scotty's Tourist City, with three cabins, a café with eight stools and two tables, and a Skelly station/liquor store, was on the right (north). One building remains but is unrecognizable because of additions. The Silver Slipper nightclub was next door. The Silver Slipper was open seven days a week from 9 a.m. to 1:30 a.m. featuring beer, sandwiches and dancing.

Mile 14.2 (Eastbound Mile 21.8) — Across 1-44 on the left (south), just before the mileage sign, is the approximate location of the 66 Motel, built about 1940 as Weideman's Court and later operated by Adrin J. Lowry family. It was razed in the 1970s.

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

Mile 15.2 (Eastbound Mile 20.8) — The beautiful neon sign on the left belongs to the iconic Munger Moss Motel, with gift shop, featured in many Route 66 books and Lebanon's best-known Route 66 landmark. Pete and Jesse Hudson purchased the Munger Moss sandwich shop in 1945 and moved it from the old alignment of Route 66 at Devils Elbow to Lebanon. The motel opened the following year and celebrated its 75th anniversary in 2021. Bob and Ramona Lehman bought the motel June 1, 1971. Bob died in 2019, but Ramona continues to serve travelers from all over the world with wide smiles, warm hugs and generous advice on what to see next on Route 66. Among its early customers: Harry James and his band when performing at Fort Leonard Wood. The long-closed Munger Moss Restaurant, owned by Jack Sponseller in the 1950s, was located on the site of the newer brick building to the west. A small

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



gas station was across the street to the north. Bob and Ramona Lehman were inducted into the Laclede County Route 66 Wall of Fame in 2022.

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

Mile 15.4 (Eastbound Mile 20.6) -- Rock Court Motel and Café was located west of the Munger Moss, where the back buildings of the OYO Hotel are today. The motel had 10 "Strictly Modern Cabins among the trees" at one time. It was known as Clark's Rock Court when operated by Charles Clark. A later owner was Fred Parthier. In later years the restaurant served steak, chickens and shrimp but was especially known for its pizza. The restaurant was razed in 1965, and the motel's furnishings were auctioned off in 1971. The last surviving rock cabin was torn down during the past decade.

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

Mile 15.4 (Eastbound Mile 20.6) -- Historic Wrinkle's Market on right, was operated by the late Glenn Wrinkle, a true Route 66 ambassador, from 1950 until his death in 2005. It was reopened under the name The Vintage Cowgirl at Wrinkle's Market by his granddaughter, Katie Wrinkle, in 2017. Today, The Vintage Cowgirl brings back the nostalgia of Wrinkle's Market with a mini-general store, old-school deli, a restaurant (with its "Rootin' Tootin' Menu") and gift items. 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.



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



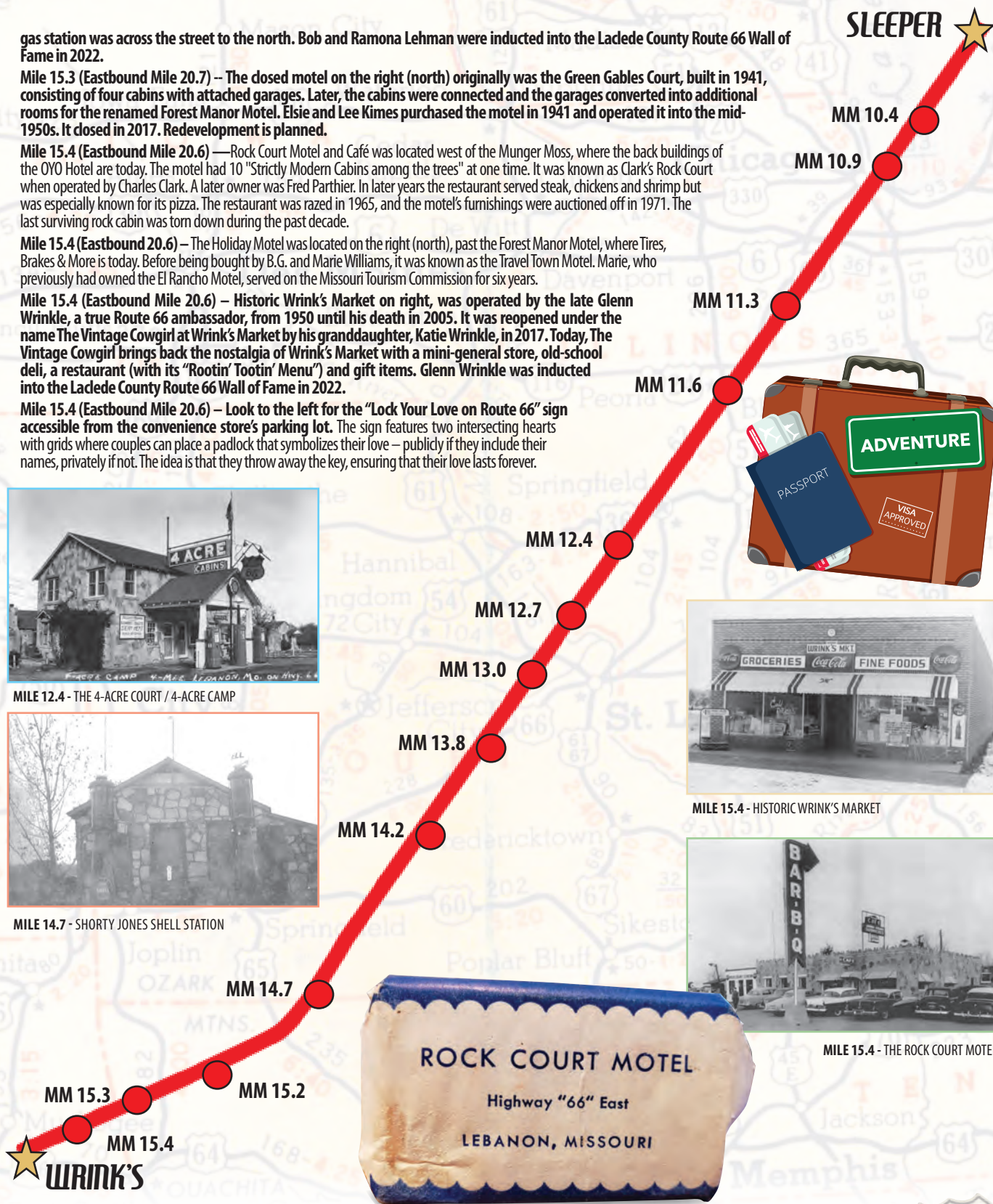
MILE 14.7 - SHORTY JONES SHELL STATION



MILE 15.4 - HISTORIC WRINKLE'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) was the site of the Bell Restaurant, built by Clinton Bell in 1964 and closed in late 2010. Future President Barack Obama campaigned there on July 30, 2008, prompting the Bell to be mentioned in Newsweek magazine. Several units of the adjoining Bell Motel survive as Mary's Budget Inn.

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

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

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

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

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

Mile 16.1 (Eastbound Mile 19.9) — The stately mansion at the intersection of Sherman Avenue on the right reopened to the public in 2018 after eight months of remodeling and restoration as The Manor House Inn, a bed-and-breakfast targeting Route 66 travelers. The ambitious project by new owners Randy and Bronwen Palilla and Jason and Michelle Cochran returned the home to its earlier role on The Mother Road. From 1932 to 1975, the building provided overnight accommodations to Route 66 travelers under the names Lenz Homotel — an amalgamation of "home" and "motel" — and, in its later years, simply the Lenz Motel, operated by William and Ethel Lenz. For more about the Lenz Homotel and The Manor House Inn, see www.LebanonRoute66.com.

Mile 16.2 (Eastbound Mile 19.8) — Across from today's Cowan Civic Center, on the site of Sing Rental, was Camp Joy, with 400 feet of Route 66 frontage, believed to be Lebanon's second tourist camp. In June 1927, when Route 66 was a two-lane gravel road, Mr. and Mrs. C.E. Spears and their son and his wife, Mr. and Mrs. E.G. Spears, bought the city block that was bordered by Route 66, Caitlin 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 the highway, 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-Ladde County Route 66 Society for restoration and is now on display at Boswell Park. The Spears family was inducted into the Ladde County Route 66 Wall of Fame in 2022.

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

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

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

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

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

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

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

Mile 16.5 (Eastbound Mile 19.5) — The northeast corner of Highway 5, the present site of Walgreen's, is best remembered as the former site of the Greyhound Post House ("Delicious Sandwiches-Coffee-Drinks"), also known as the Union Bus Depot. "With the establishment of a new bus station at Highway 5 and Route 66, Lebanon emerged as a favorite short-distance weekend travel destination for (Fort Leonard Wood) soldiers in training . . ." according to the Feb. 1, 1942, Springfield News & Leader. The depot also sold Standard gasoline. Next to the bus station, on the northwest corner of Adams and Route 66, was the Lowrance Sinclair Station (owned in 1956 by Paul Jones), which was a Volkswagen dealer shortly before being torn down in 1970 for Johnson-Hough Ford's new building. The Ozark Café, bought by Leonard and Vicky Hays in 1948, was on the south side of the street. It was remodeled in 1957 and 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 this busy intersection in the early days of Route 66, and we think they were on the east side of Highway 5, because Col. Arthur T. Nelson also owned the northwest corner, the future site of Nelson's Dream Village. In 1927, one of them (probably on the northeast corner) was the Log Cabin Filling Station, also known as the J.W. Owen Station No. 2. A 1928 ad lists the National Highway Garage "on Main Street of America at Junction of Highway No. 66 and No. 5." The garage offered the "Only Complete Wrecking Service Between St. Louis and Springfield." A 1934 business directory lists a Conoco service station operated by Twyman Edwards at this intersection.

NOTE: Turn left (south) at the Highway 5/Jefferson Avenue intersection for a short detour to the Lebanon-Ladde County Route 66 Museum in the Lebanon-Ladde County Library, which includes the new Ladde County Route 66 Wall of Fame and a Route 66-themed gift shop. The museum and library are located at the first stoplight south (turn right/east at the light). The 3,500-square foot museum, which opened in 2004, honors the legacy of Route 66 in Ladde County. It attracted visitors from 29 countries, all 50 states and 195 Missouri cities last year. The museum is open 8 a.m. to 8 p.m. Monday through Thursday, 8 a.m. to 5 p.m. Friday, and 10 a.m. to 4 p.m. Saturday. Closed Sunday. Admission is free. Make sure you see the new Ladde 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 Ladde County, Missouri."

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



MILE 16.1 - THE LENZ HOMOTEL



MILE 16.4 - ANDY'S STREET CAR GRILL

WRINK'S ★

MM 15.5

MM 15.6

MM 15.7

MM 15.8

MM 15.9

MM 16.1

MM 16.2

MM 16.3

MM 16.4

MM 16.5

HIGHWAY 5



MILE 16.5 - LOG CABIN FILLING STATION



MILE 16.2 - CAMP JOY



HIGHWAY 5 TO WEST LEBANON

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

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

Mile 16.7 (Eastbound Mile 19.3) — Claxton Hotel and Truck Stop (selling Marathon gas) was listed in a 1934 business directory. Later known as Caldwell’s Truck Stop and Café, the business was on the left (south side), where Ed Morse Ford’s Used Cars and Trucks are today. The Dairy Queen was just past the truck stop.

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

Mile 16.8 (Eastbound Mile 19.2) — The white-frame building with pitched roof on the right, just past Ed Morse Chevrolet’s used-car lot, a CPA’s office in 2022, was the North Star Café in Route 66 days.

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

Mile 16.8 (Eastbound Mile 19.2) — A Helper Real Estate, on the left (south side), is on the site of Norman & Dickinson Sinclair.

Mile 17.0 (Eastbound Mile 19.0) — Turn left/south into Route 66-themed Boswell Park, then make a quick right onto 66 Mural Drive, which takes you to three Route 66 attractions: three Route 66 murals, the replica fountain from Nelson’s Dream Village and, on the hill, the last surviving cabin from Camp Joy, one of Lebanon’s first tourist camps. Pose your car in front of the first mural, which depicts an iconic 1957 Chevrolet driving Route 66 at the entrance of Lebanon. The middle mural is a tribute to the Nelson family, which donated much of the land for Route 66 in Lebanon and later operated Nelson’s Dream Village and the Nelson Tavern at the Route 66 intersection with Missouri 5. The third mural shows a 1929 Texaco gas truck crossing the Gasconade River Bridge in eastern Laclede County. The mural images were kiln-fired into the ceramic tiles in Spain. See the plaque on the back of the first mural for a list of donors to the \$75,000 project. The Camp Joy cabin was moved from its original location on Caitlin Street in 2019 following restoration by the Lebanon-Laclede County Route 66 Society. Make sure

you read the story of Camp Joy on the cabin’s north wall. Also note the two “Our Town, Your Town” arches over sidewalks, a tribute to the arches that once welcomed Route 66 travelers to Lebanon. The park playground and the new amphitheater also have a Route 66 theme. Boswell Park is the site of the annual Lebanon Route 66 Festival on the Saturday of Father’s Day weekend.

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

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

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

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

Mile 17.8 (Eastbound Mile 18.2) — Red Fox Motel on the right (north side), now a pawn shop with apartments, was advertised in 1960 as being AAA approved and Duncan Hines recommended. A postcard’s description of the Red Fox: “Twelve fully modern units, equipped with fine Mengel furniture and Englander Super Hotel Mattresses, Automatic Panel Ray Heat with thermostat control. Ceramic tiled showers, Air cooled, fully insulated. Reasonable Rates.” Percy and Margaret Alexander owned the Red Fox from 1954 to 1961 during its prime. Before the Red Fox was built, Snortie’s Barbecue, run by Harry Smart, and later Roy Dees’ Blue Line Tavern were located to the rear of the site.

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

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

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

Mile 18.3 (Eastbound Mile 17.7) — Circle Drive Truck Stop and Café, built in 1957, was on the left (south side) between today’s Dowd’s Catfish and BBQ and Shepherd Hills Factory Outlets. The truck stop sold Phillips 66 gas. Kermit and Phyllis Fletcher owned it from 1957 to 1962.

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

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



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**

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MILE 18.1 - HORSESHOE POND



MILE 18.2 - THE WHITE SANDS MOTEL



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



MILE 16.8 - CARTER & LAWSON'S



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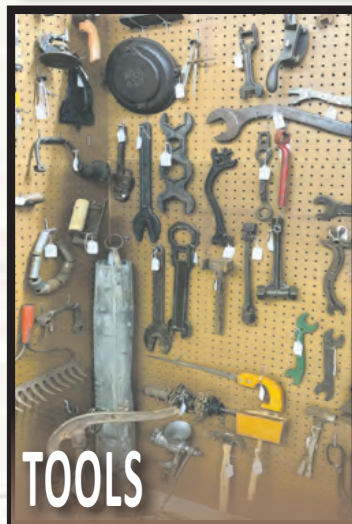


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WEST LEBANON TO CAFFEYVILLE

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 stoplight onto Highway W to continue your Route 66 journey.

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

Mile 21.2 (Eastbound Mile 14.8) — On the left (south side), across from Dover Road, was the Bungalow Inn, consisting of cabins, a service station and a restaurant. It was razed when 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. 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. 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."

Mile 22.2 (Eastbound Mile 13.8) — The McClary Motel, Café and Service Station were at 18773 Route 66. Irv and Marge McClary moved about 1950 from St. Louis to Lebanon and bought the business. Irv ran the service station, and Marge, an excellent cook, ran the restaurant, working as both chef

and waitress. They shared responsibilities for running the motel and lived in the apartment behind the restaurant. The restaurant closed some time 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 and RV Park, is a short stretch of Route 66 from when the highway crossed the future I-44. To continue the tour, turn right (west) on the outer road (Campground Road) at Mile 22.9 to see a short segment of the original highway and the former site of the town of Caffeyville, which was virtually razed when I-44 was built in 1957.

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

Mile 23.4 (Eastbound Mile 12.6) — The Liberty Free Will Baptist Church is on the left. Turn around in the parking lot. Pause for a minute and try to picture where Route 66 crossed the present-day I-44. This is where much of Caffeyville was before it was razed for the interstate. On the right was the Chi-K-Go Tourist Court and Tydol (later Sindair) Station, operated from 1947 to the end by Jerry Kavale, his wife Beatrice and their family. Cabins rented for \$2 and \$3.50 in 1949. Farther east on the right was Kay's Gift Shop. And on the left (north side), across from Kay's Gift Shop, was the Caffeyville Station and Restaurant, depicted in many photos from the era. According to Bill Wheeler's "Windshield Tour" of Laclede County, "Floyd Caffey started his business by serving cold ice water to the construction workers when Route 66 went through western Laclede County." To continue your tour, backtrack to the I-44 overpass.

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



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

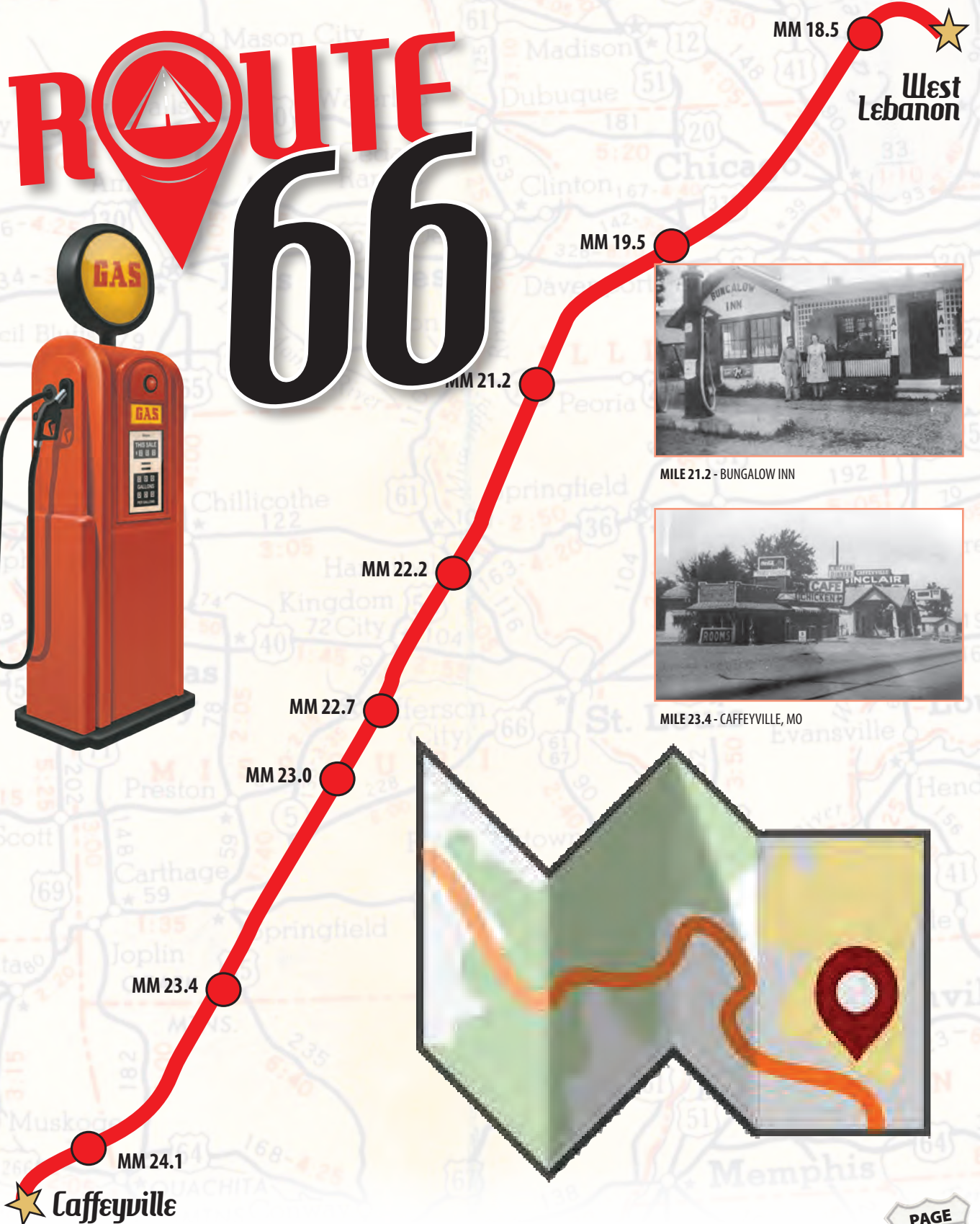


New Route 66/I-44, on left, bypassed original Route 66 in 1957.



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.

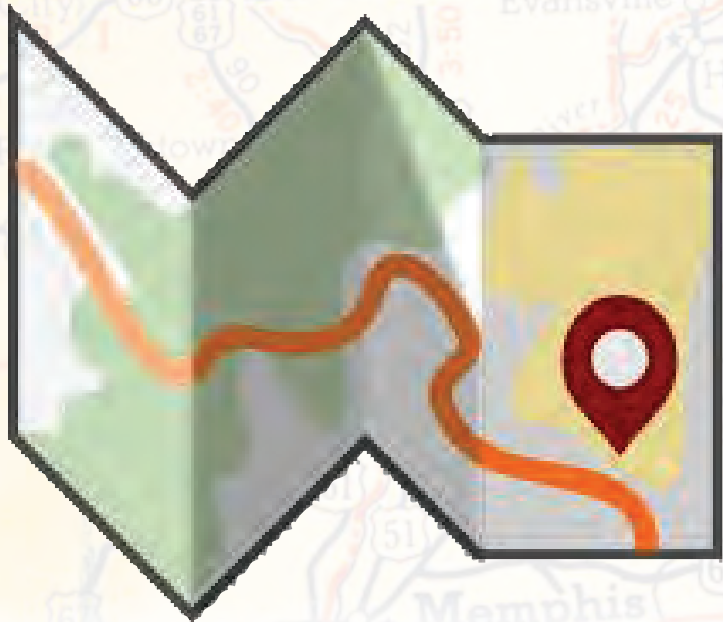
ROUTE 66



MILE 21.2 - BUNGALOW INN



MILE 23.4 - CAFFEYVILLE, MO



CAFFEYVILLE TO PHILLIPSBURG

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

Mile 24.2 (Eastbound Mile 1a1.8) — At the I-44 overpass (Exit 123), go west on Highway W.

Mile 25.7 (Eastbound Mile 10.3) — Nothing remains of the Hi-Lite Tourist Court, Cafe, Cabins and Texaco Station on the left (south side). “Stop Here and Feel At Home” was the slogan for the business, which was owned by Lee Fenton, then T.L. Greear and Son.

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

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

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

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

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

added a café building and moved their operations there from Lebanon. The café, which included a small gift shop, and station closed shortly after four-lane New Route 66 – now Interstate 44 – opened in 1957. The metal station building was removed. The café building at one time was used as a farrowing house for hogs. It’s now used for storage.

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

Mile 29.2 (Eastbound Mile 6.8) — On the right is the remains of a gas station built and operated by Standard Oil in about 1950-51. It later was owned by Don Robinson and his father. 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 the 1920s and operated originally by Ed and Blanche Shank. It consisted of a Standard Oil service station, café and five cabins with locked garages. Notorious guests included Bonnie and Clyde and Pretty Boy Floyd. When a section of Route 66 was converted to four lanes, the Carl and Laura Mort family, which had bought the business in 1948, bought two acres farther back and built a new station with an attached café and a motel. The Midway Station, Café and Motel closed in 1990. Two of the original cabins, expanded into houses, survive. However, Andy and Brandy Triplett, who own the property, moved two grain bins onto it in 2020 and converted them into The Bins on Old 66, unique overnight lodging. Turn around, return to overpass.

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



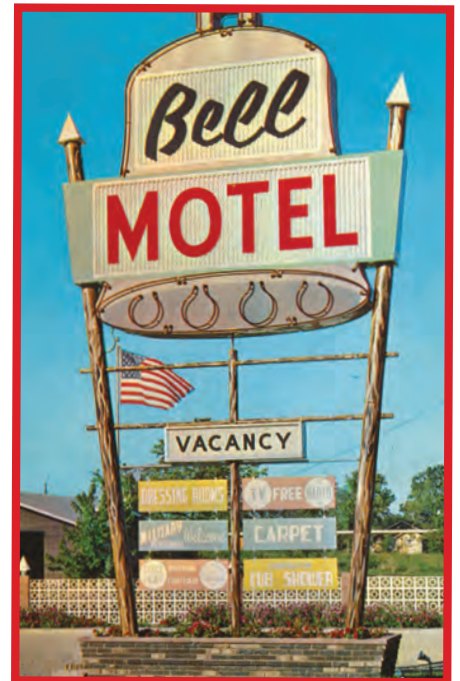
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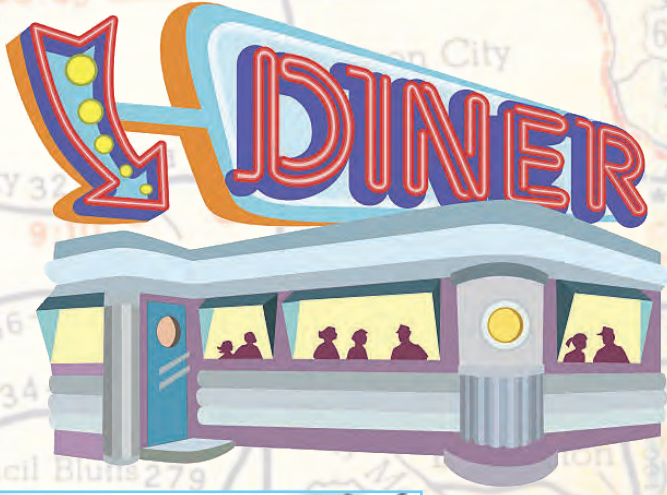


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The Bell Motel and Restaurant were located on the south side of Route 66 just west of the present-day location of the Econo Lodge, formerly the Wyota Inn.



MILE 28.7 - UNDERPASS SERVICE STATION



Mile 26.2 - Orchard Grove Station



MILE 29.4 - MIDWAY CAFE AND CAMP



MILE 28.7 - UNDERPASS CAFE AND SERVICE STATION

★
Phillipsburg



PHILLIPSBURG TO WEBSTER COUNTY LINE

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

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

Mile 31.0 (Eastbound Mile 5.0) — 14703 Old 66: Four unmarked buildings grouped together on the right (north side) are what remain of the old Twin Oaks service station and tourist camp. The gas station, believed to have been built in 1925, was owned by Sadie McMenus, widow of a Phillipsburg merchant. East to west, the buildings were the restaurant, a water tower that delivered water to the cabins, the gas station and one cabin. The gas station had been enclosed for many years, but the enclosure was removed in late 2020 and the building was reroofed as the start of a restoration. The property was sold again in 2021 with restoration the goal. The business was named after the many double-trunked oak trees on the property at the time. Across the highway, on the left, is a concrete obelisk that marked the site of a roadside park. "The land for this roadside park was donated by Maud G. Snyder," a plaque reads. The marker has been moved back 30-40 feet from its original location. At one time, the park had a merry-go-round, swings, Ferris wheel, hamburger and ice-cream stands and a dance platform. Gala annual picnics were held there every July through 1938. For more on Twin Oaks, see www.LebanonRoute66.com.

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

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

Mile 34.0 (Eastbound Mile 2.0) -- Conway city limits. In 1930, Conway's population was 576.

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

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

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

Mile 35.7 (Eastbound Mile 0.3) — On the right (north side) was the original location of the Top o' Th' Ozarks Cafe and Tydol station, which burned in 1950. The business then moved to the other side of Conway. On the left (south side), the collapsed wooden building (early 2022) was the DeSuza Liquor Store.

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MILE 31.0 - TWIN OAKS STATION AND TOURIST CAMP



Phillipsburg ★

MM 30.1

MM 31.0

MM 32.1

MM 32.4



MILE 34.7 - HARRIS CAFE, CONWAY MO



CONWAY EXIT SIGN ON NEW 66

MM 34.0



MILE 32.4 - ALEXANDER'S DAIRY JOY

MM 34.5

MM 34.7



MM 35.5

MM 35.7



MILE 35.7 - TOP O'TH' OZARKS CAFE



MILE 31.0 - TWIN OAKS STATION



★ **Webster Co. Line**
MM 36.0



Notorious 'public enemies' slept, ate along Route 66 in Laclede County

Route 66 Society

They were called "public enemies" – gangsters whose crimes were so notorious, so well-publicized across the nation that they became celebrities. And sometimes public enemies like Bonnie and Clyde and Pretty Boy Floyd were seen traveling Route 66 in Laclede County.

For example, all three spent several memorable days at Camp Joy in Lebanon. Siblings Joy Spears Fishel and Clark Spears, whose parents and grandparents owned the popular Route 66 cabins, wrote about the visit for the Winter 1995 issue of Show Me

Route 66 Magazine:

"They had been staying at the court for two or three days. We had no idea who they really were, but we had noticed that their behavior was a bit strange. They never moved their car out of the 'drive-in' garage. Only one at a time would come out, go for food, and go back inside their unit. Working on a tip, the county sheriff and his men came to investigate. A shootout at Camp Joy was just narrowly averted, for Bonnie Parker and Clyde Barrow and Pretty Boy Floyd had left only an hour before!"

A bullet-riddled sign reading "BONNIE




& CLYDE SLEPT HERE" rests atop the bed in the restored Camp Joy cabin at Route 66-themed Boswell Park.

Bonnie and Clyde also slept at the Midway Camp on Route 66 just outside Phillipsburg. Ruthlene Shank Calton, whose parents operated the tourist court for several years, told the story in the same Winter 1995 issue of Show Me Route 66 Magazine:

"One time we had three guests come in that appeared to be just ordinary people, but later we found out that they were Bonnie Parker, Clyde Barrow, and Clyde's brother. They rented a cabin for the night, parking their car

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in the enclosed garage. Clyde signed the register, but I don't remember what name he used, although it was an alias. The small one-room cabin seemed to please them. They were all well-mannered, and seemed to be very appreciative. Later, they came down to eat 'supper' and were very complimentary of my mother's cooking. The next morning the men came down for breakfast, but carried Bonnie's food back to the cabin. Later, my father, who 'never saw a stranger' teased Bonnie saying, 'That's the way with these lazy women, the men have to serve them breakfast in bed.' She laughed, and replied, 'But we're worth it!' As they left, father noticed something strange: Bonnie lit up a cigar and began smoking it! They had been gone less than an hour when a state trooper came by looking for them. Not long after that, they were killed in a shootout."

Bonnie and Clyde were considered the most-notorious customers of the Harris Café, "The Home of The Little Round Pie," on Route 66 in Conway. Some sources say Bonnie and Clyde once napped at Bacon Station, later Speaker's Mobil in Lebanon.

The sheriff advised people to "leave them alone, and they will move on. . ." In a 2018 interview, Tommy Speaker remembered the day a big four-door car pulled around to the back of Bacon Station, owned by his grandfather. Three or four people, one of them a woman, got out. They placed violin cases on a picnic table and laid down on the grass to rest. Tommy's grandfather, Tom Bacon, suspected that the violin cases carried Tommy guns, and that the visitors were Pretty Boy Floyd and his gang. "My grandfather said, 'Tommy, you go to the house right now. Don't run, and don't look back.'"

Speaker, then a youngster, looked back anyway and saw the car's passengers in the back yard while his grandfather reached for the phone.

"I don't know the details, but I know he called (Sheriff) Sam Allen and told him Pretty Boy Floyd was here," Speaker recalls. "Sam told him just to leave them alone. 'We're not coming.'"



Bonnie and Clyde



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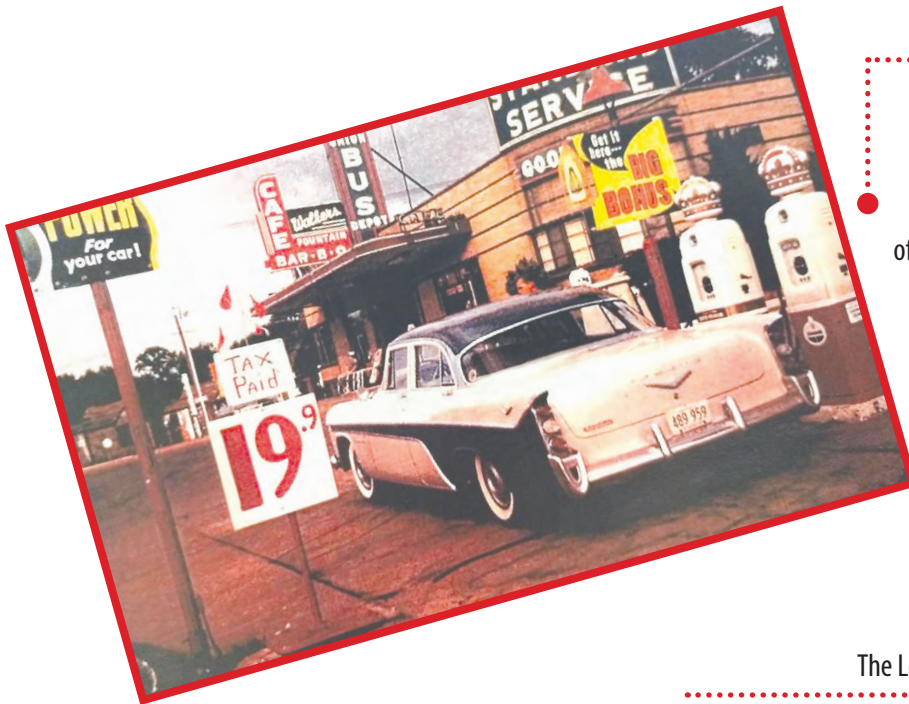
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The Union Bus Depot, also known as the Greyhound Post House, still was a busy place in 1958, the year after New 66/Interstate 44 bypassed old Route 66 in Lebanon. The business was located at the northeast corner of Route 66 and Highway 5. This photo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



The Lebanon Welcome Sign.

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Historic U.S. highway 66, “*Route 66*” has been designated as an All-American Road and National Scenic Byway in the state of Missouri. <https://en.wikipedia.org>



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



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

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



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

ON SALE NOW!



"Route 66: Laclede County Memories 1926-1957," a 96-page collection of local photographs from the Route 66 era, originally published in 2002, has been reprinted by The Laclede County Record in partnership with the Lebanon-Laclede County Route 66 Society.

Books are NOW AVAILABLE at The Laclede County Record and the Lebanon-Laclede County Library for \$20 plus tax. To order by mail, send \$29 (which includes tax and shipping) to The Laclede County Record, P.O. Box 192, Lebanon, MO 65536



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--Laclede County Republican, July 14, 1922

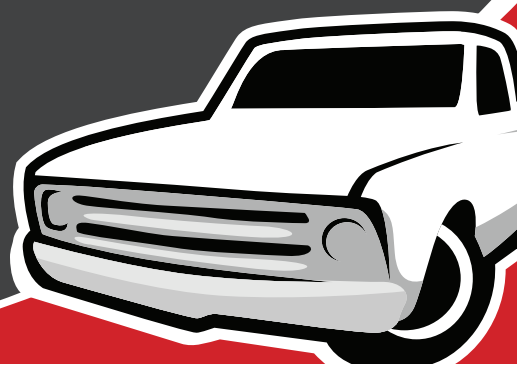
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Lee Walker Resort in Hazelgreen.



Route 66 Gasconade River Bridge at Hazelgreen.



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



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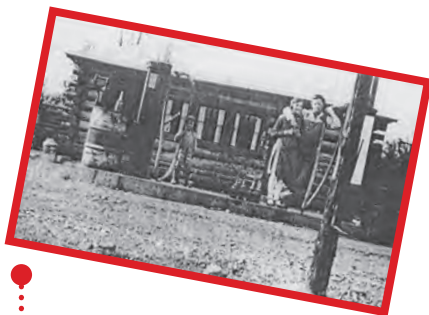
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Sunrise View Tourist Court was located on Route 66 between Sleeper and Hazelgreen. According to "Route 66: Laclede County Memories, 1926-1957," it was "built in 1926 as six log cabins and a Standard gas station/cafe. The Sunrise was owned by Lee and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



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The shuttered Ed Lentz Truck Stop and Café remains on the north side of Interstate 44, just inside Laclede County. Before I-44 was built, the truck stop was accessible to Route 66 via the old alignment of Missouri 133. To reach it today, exit I-44 on the current Missouri 133 (Exit 145), turn north, then go left on the outer road, Holiday Hills Road. The truck stop is 0.3 mile west.

US 66 covered 292 miles in Missouri. Upon entering from Galena, Kansas, the highway passed through Joplin. From there, it passed through Carthage, Springfield, Lebanon, Waynesville, Devils Elbow, and Rolla before passing through St. Louis.

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Highway 5-32 cloverleaf in the early years of New Route 66/Interstate 44.





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



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.

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



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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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On Historic Route 66

The Route 66 Mural Project at Boswell Park was completed with the unveiling in May 2018 of the third mural, "Nelson Family Legacy." The Lebanon-Laclede County Route 66 Society raised the last \$47,000 of the \$75,000 project, with 143 individuals, businesses and organizations donating \$100 or more.



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More than 100 antique, classic and custom vehicles participated in the 2021 Lebanon Route 66 Festival parade. The vehicles lined up in the Lebanon Industrial Park and drove down Route 66 to Route 66-themed Boswell Park. Longtime Route 66 resident, Norma Bledsoe, was grand marshal.

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



The new Munger Moss Motor
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Shepherd Hills Motel, Steak House,
Standard Station and Gift Shop in the
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Munger Moss Bar B-Q in 1946,
shortly after moving from
Devils Elbow to Lebanon.





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.

ROUTE 66



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



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

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1-44 bypassed Route 66 in Lebanon in 1957

If it had been any other highway, Lebanon would have forgotten about Route 66 at 10:45 a.m. Aug. 8, 1957, when the State Highway Commission opened an 8.2-mile stretch of Interstate 44 that bypassed the city.

The Route 66 *Gasconade River Bridge* at Hazelgreen, closed in December 2014 because of deterioration, continues to be threatened with demolition. As of March 2022, the Route 66 Association of Missouri is negotiating with the Missouri Department of Transportation to take over ownership of the iconic bridge and restore it for recreational use.



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Bill Jones Sr. 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.



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.



Parsons Lodge on Highway 66, Hazelgreen, MO.

Though I-44 also kept the Route 66 designation until the old route was decommissioned nationally in 1985, the four lanes of concrete and the three interchanges created by the "Lebanon relocation project" signaled the end of an era – and the beginning of a legend.

--LebanonRoute66.com



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



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



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.



The 66 Motel.



In later years, the 4 Acre Camp was known as 4 Acre Court.



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

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

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