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ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.019a **Roll/frame:** 10/2

Historic name: Ozark Court ^{Store} (curio shop)

Other name:

Address: North Outer Road

City: Anaconda

County: Franklin

Vicinity: X

Section: 7

Township: 41N

Range: 2¹W Quad Stanton

Quarter sections: SE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Harry Hickinbotham, 2434 South Outer Rd., St. Clair, MO

Resource type: Building

Stories: 1

Structural system: Wood frame ^{WU}

Exterior wall materials: Wood ²⁰

Other materials: Asphalt shingle, brick ^{63 30}

Roof shapes: Gable ⁶³

Roof materials: Asphalt ⁶³

Roof features: Dormer ^{DR}

Foundation materials: Concrete ⁶⁵

Porches: ^{AW}

Plan: Rectangle ^{RC}

Further description: A wood frame structure with broad-pitched roof and center gable dormer dominating the street facade, this building has original vertical wood sheathing on the front gable. Asphalt shingle and vertical wood panelling cover the remaining elevations. There is a brick half-wall on the east end of the front facade. Some sub-siding is revealed on the west wall, where shingles have been torn away. There are two door openings on the front facade, and a projecting bay. To one side of the bay is a display window with flanking 4/4 double-hungs; other windows are 1/1 double-hung units.

Site: Ozark Court, Anaconda

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: Storefront altered, date unknown 0000

Historic function: Commerce/trade 02 01

Historic subfunction: Specialty store 02E 01D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: A cluster of buildings, most of them now in ruins, once comprised this small roadside stop, known as Ozark Court. This cottage, the largest and most intact of the buildings still standing, was probably at one time a curio shop. Like many such establishments along the highway, these roadside stands were often an expanded residence, where the occupant began selling baskets, quilts, or other homemade objects from the home. Where one business prospered, others typically followed nearby. The WPA guide notes the "numerous wayside stands exhibit[ing] specimens of native rock" in this area of the Ozark foothills (p. 408), and Rittenhouse directs travellers in this vicinity to a "large shop by the roadside...selling specimens of minerals from Missouri" (p. 23). Although there is no evidence that this is the same shop referred to by Rittenhouse, it is possible that this building served a similar function. Immediately to the east of this building is the foundation and concrete block wall of another structure, since demolished. Next to it is a small non-contributing wood frame building which was probably the office for some cabins at the rear of the property. A pole-mounted sign with a deer and tree design on it reads "Ozark Court - Office." The overgrown remnants of one cabin are in the woods further back on the lot; several others were removed to other locations nearby. According to neighbors, the buildings were owned and operated for many years by a Mrs. Brown. Now used as a craft shop, the main building was a laundromat until about 1972.

Description of environment and outbuildings: The craft shop and abandoned office building are set close to the highway. Behind them, the lot slopes down to a heavily wooded area, where a cabin stands in ruins. A mobile home is located at the rear corner of the craft shop. A wood frame garage is at the west end of the lot.

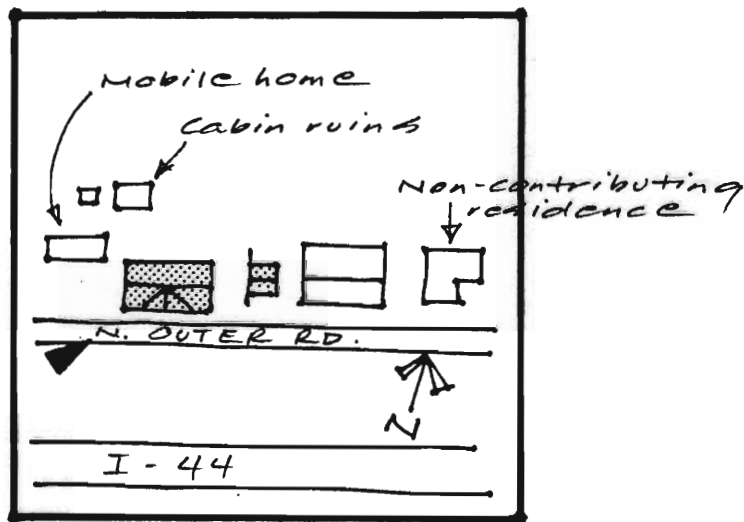
Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Site: Ozark Court, Anaconda vicinity

Location map:





OZARK
COURT
OFFICE

OPEN
DAILY
MORNING
TILL 5
P.M.

FR-AS-003-017

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.019b **Roll/frame:** 13/37, 4/41

Historic name: Ozark Court ^{cafe} (cafe)

Other name:

Address: North Outer Road

City: Anaconda

County: Franklin

Vicinity: X

Section: 7

Township: 41N

Range: 2W ¹ Quad Stanton

Quarter sections: SE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Harry Hickinbotham, 2434 South Outer Rd., St. Clair, MO

Resource type: Building

Stories: 1 - 1

Structural system: Wood frame ^{WU}

Exterior wall materials: Wood ²⁰

Other materials:

Roof shapes: Complex ^{GB SD}

Roof materials: Asphalt ⁶³

Roof features:

Foundation materials: Concrete block ⁶⁵

Porches:

Plan: Rectangle ^{2C}

Further description: A modest, side-gabled building with full shed addition on back, an off-center single front entry, and 3/1 double-hung windows. On the front facade, windows are clustered in two's and four's. There is a side entrance on the west elevation. Side windows have metal canopies over them. The whole is sheathed with hardboard lap siding.

Site: Ozark Court (cafe), Anaconda

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade 02 01

Historic subfunction: Restaurant 026 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: A cluster of buildings, most of them now in ruins, once comprised this small roadside stop, known as Ozark Court. This modest Craftsman style cottage, now a residence, appears to have been a cafe at one time. Nearby, on the adjacent lot, was a curio shop, office and cabins. This type of development -- where several varied services were offered at a single location -- was typical in remote rural areas where access to goods was limited.

Description of environment and outbuildings: The cafe is set close to the highway, a gravel drive on the immediate west side of the building. A craft shop and abandoned office building (see FR.019.a) are on the lot to the west. A non-contributing residence and abandoned cabin are on the lot to the east.

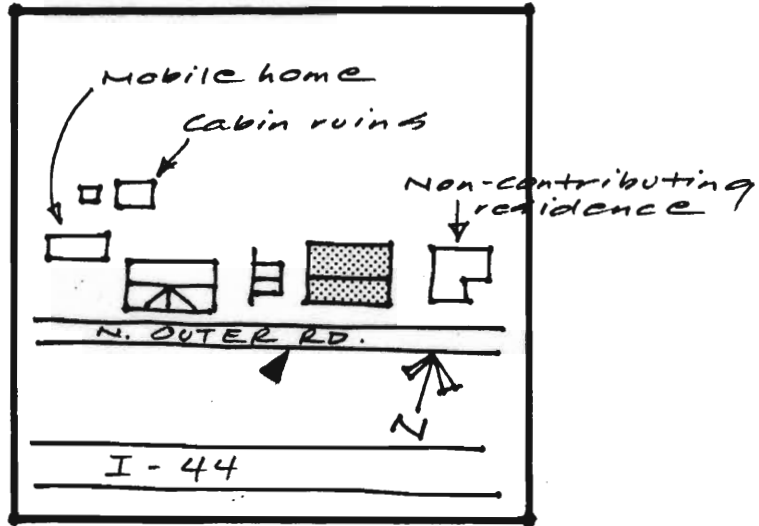
Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Site: Ozark Court, Anaconda vicinity

Location map:





ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.004

Roll/frame: 8/3

Historic name: Highway AT Building

Other name: Wayside Stop

Address: Highway AT

City: Gray Summit

County: Franklin

Vicinity: X

Section: 7

Township: 43N

Range: 2E Quad Gray Summit

Quarter sections: SW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Leonard & Sheila Vogelgesang, 359 Hwy. O, Villa Ridge, MO

Resource type: Building

Stories: 1 - 1

Structural system: Undetermined UD

Exterior wall materials: Metal; brick 50 99

Other materials:

Roof shapes: Quonset; shed 0 + SD

Roof materials: Asphalt 50 63

Roof features:

Foundation materials: Concrete 65

Porches: AW

Plan: Irregular IR

Further description: A side-facing quonset hut, this long, narrow building measures 108 feet wide by 37 feet deep. Exterior walls are made of sheet metal. A seven-foot wood frame addition on the full front facade is faced with brick. The shed roof addition on front extends to a full porch overhang, which is supported by braced wood posts. Over the door in the center facade is a small gable dormer. There are several fixed, single-pane windows on the front facade as well. A flat-roofed metal canopy, constructed in 1988, covers the pump islands in front of the building. There are also two contemporary pole-mounted signs on the property.

Site: Wayside Stop, Villa Ridge

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1946

Alteration date: Front addition, ca. 1952, 1988

Historic function: Commerce/trade 02

Historic subfunction: Specialty store 03E

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: A distinctive prefabricated building type, the quonset was first constructed in 1942 for the U.S. Navy at Quonset Point Naval Air Station in Davisville, Rhode Island. Designed for military use, the quonset was readily adapted to other agricultural and industrial uses. According to county property records, this building was constructed in 1946, the front added in 1952. It is one of only two quonsets identified within the survey boundaries. Although considerably altered with the front frame addition, the distinctive quonset form clearly represents a stage of highway development following the end of World War II. Now a convenience store and self-serve gas station, no further information on the building's history is available.

Description of environment and outbuildings: Located on the north side of Highway AT at a very busy interchange with Route 44. A stand of mature deciduous trees forms a natural boundary to the rear of the property.

Sources of information: County property records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993




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FR-AS-003-019

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.001

Roll/frame: 7/42

Historic name: DJ's Cafe

Other name:

Address: Osage St. (Lots 9 & 10, Block 21, Blumenthal's Addition)

City: Pacific

County: Franklin

Vicinity:

Section: 12

Township: 43N

Range: 2E

Quad Pacific

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Robert & Betty Howe, 220 N. Olive, Pacific, MO

Resource type: Building

Stories: 1 - 1

Structural system: Steel ST CB

Exterior wall materials: Sheet metal 50 99

Other materials: Permastone

Roof shapes: Quonset; flat FT PR

Roof materials: Sheet metal 50

Roof features:

Foundation materials: Concrete 65

Porches: RI AW

Plan: Rectangle RC

Further description: Measuring 49 x 22 feet, this is a simple prefabricated quonset hut with applied falsefront facade. The facade has a flat parapet wall and permastone facing, with a recessed center entry flanked by plate glass windows which rest on a short wall with continuous raised sill. A shallow, flat-roofed metal canopy over the storefront extends nearly the full width of the building. An 8 x 10 foot addition on the rear of the building, constructed of concrete block, has a flat roof with false Mansard overhang sheathed with wood shingles.

Site: DJ's Cafe, Pacific

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Single entry with display windows 67

Construction date: ca. 1950

Alteration date: Rear addition, date unknown 0000

Historic function: Commerce/trade 02

Historic subfunction: Restaurant 026

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Established in 1859 and located at the junction of the Missouri Pacific and Frisco railroads, the city of Pacific was literally built on the sandstone bluffs overlooking Route 66. Silica mines in the hills surrounding town were the basis for local employment and industry here since the time of its settlement. The most prominent local landscape feature was Sand Mountain, whose front faced was sheared away by the State Highway Department in the early 1920's for alignment of Route 66. Standing in the shadow of those hills, and just a short distance west of the U.S. Silica Quarry, is this small cafe. According to Michael Wallis, DJ's is named for Delisa and Joye, although no further explanation of those names is given (p. 59).

Description of environment and outbuildings: Located on the north side of Osage Street at the easternmost end of Pacific's commercial strip. Flat lot with gravel parking lot on the east side of the building.

Sources of information: County property records; newspaper clippings from the vertical file of the Scenic Regional Library in Union; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1989; Missouri State Highway Department, The WPA Guide to 1930's Missouri. Lawrence: University Press of Kansas, 1986; Michael Wallis, Route 66: The Mother Road. New York: St. Martin's Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



D.J.'s Cafe
The Cafe
ONE-N-CORNER 817-257-3300

BREAKFAST
LUNCO
SPECIAL

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.002

Roll/frame: 6/19

Historic name: 304 West Osage Street Garage

Other name: Dittmer Motor, Landmark Motor Company, Cave Station

Address: 304 W. Osage

City: Pacific

County: Franklin

Vicinity:

Section: 12

Township: 48N

Range: 2E Quad Pacific

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: West County Auto Body, Box 1462, Ballwin, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Stone 40 65

Other materials: Concrete block, asphalt shingle 65 63

Roof shapes: Gable 6B

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: A two-bay garage with side-facing gable roof and two single front entries leading to an office area and garage, this building appears to have been constructed in two phases. The office area on the west end is constructed of random rock blocks with incised mortar joints. Two large display windows are located on the front facade; there is a smaller window on the west elevation. The east end of the building -- housing a two-bay garage with overhead doors -- is built of concrete block. Both gable ends are sheathed with asphalt shingle. There are multi-lite metal sash windows are on the side and rear elevations. A secondary entrance is located on the west gable end.

Site: Dittmer Motor, Pacific

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1928

Alteration date: 0000

Historic function: Commerce/trade 02 16 02 E 16 D

Historic subfunction: Specialty store; restaurant

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Established in 1859 and located at the junction of the Missouri Pacific and Frisco railroads, the city of Pacific was literally built on the sandstone bluffs overlooking Route 66. Silica mines in the hills surrounding town were the basis for local employment and industry here since the time of its settlement. The most prominent local landscape feature was Sand Mountain, whose front faced was sheared away by the State Highway Department in the early 1920's for alignment of Route 66. Across the road from Sand Mountain, and looking up at a dramatically sculpted limestone grotto, is this small gas station. With reference to this natural landmark, the business was once known as the Cave Station, according to an employee of the current owner, and originally served as a filling station and restaurant. A historic photograph indicates that it was a Gulf station at one time. It is now a used car lot.

Description of environment and outbuildings: Located on the south side of Osage Street, directly across from a small wayside park beneath the Sand Mountain bluffs.

Sources of information: County property records; newspaper clippings from the vertical file of the Scenic Regional Library in Union; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1989; Missouri State Highway Department, The WPA Guide to 1930's Missouri. Lawrence: University Press of Kansas, 1986; Michael Wallis, Route 66: The Mother Road. New York: St. Martin's Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



FR-AS-014-021

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.017

Roll/frame: 10/16

Historic name: St. Clair Motel

Other name:

Address: Commercial Ave.

City: St. Clair

County: Franklin

Vicinity: X

Section: 35

Township: 4²N

Range: 1W Quad St. Clair

Quarter sections: SW 1/4

Acreage: 1.57 acres

Ownership: Private

Owner's name/address: Walter & Kathleen Crumbaker, 677 W. Gravois, St. Clair, MO

Resource type: Building

Stories: 1 - 1

Structural system: Wood frame *WU*

Exterior wall materials: Stucco *U1*

Other materials: Wood shingle *25*

Roof shapes: Intersecting gable *16 GB*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches: Full *FU*

Plan: T-shape *TS*

Further description: The St. Clair Motel is composed of two parts which are arranged in an essentially T-shaped plan. The head of the T fronts directly on the old highway, running parallel to it. A gabled, two-unit building, it has a broad gabled roof with full porch overhang. Walls are stucco over a wood frame, with shingles applied in the side-facing gable ends. In front, each unit has paired 4/4 double-hung windows. According to assessor's records, this part of the motel was constructed in 1943. Directly behind is a linear wing with eight additional units, clustered in four and stepped to accommodate the changing grade. Construction details here are similar to those in front and include a broad gabled roof with full porch overhang, and paired 4/4 double-hung windows. According to county records, this rear wing was added in 1948. Windows throughout have vertically slatted shutters.

Site: St. Clair Motel, St. Clair

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other commercial vernacular buildings 69

Construction date: 1943

Alteration date: Rear wing added in 1948, 0000

Historic function: Domestic 01

Historic subfunction: Hotel 01b

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Route 66 travelled along the western edge of St. Clair, skirting the "red-brick stores and rambling frame residences typical of rural trading centers" (WPA Guide, p. 407). To the west of town, just beyond the city limits, was located the St. Clair Motel. According to assessor's records, the motel complex was constructed in 1943, with the rear wing added in 1948. Following World War II, the availability of building materials, an eager work force, and a renewed interest in travel resulted in a rash of development along the highway, as typified here. Further information on the business is not available.

Description of environment and outbuildings: Located at the dead end of bypassed highway, the motel is on the north side of a stretch of nearly original roadbed. A gravel parking lot is on the east side of the building, a shallow gravel setback in front allowing limited parking there. A non-contributing garage and residence are located elsewhere on the property to the east of the motel. A neon "office" sign is mounted on the roof of the rear wing. A hanging pole-mounted sign stands in the front of the driveway.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ST. CLAIR
MOTEL

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.016

Roll/frame: 9/31

Historic name: Ritter Motor Company Building

Other name: Ritter Motors

Address: Commercial Ave.

City: St. Clair

County: Franklin

Vicinity:

Section: 35

Township: 41²N

Range: 1W

Quarter sections: SE 1/4

Acreage: Less than one acre

Quad St. Clair

Ownership: Private

Owner's name/address: Jerome D. Ritter, Rt. 2, Box 112, St. Clair, MO

Resource type: Building

Stories: 1.2 4-1-2

Structural system: Concrete block CB

Exterior wall materials: Brick 30

Other materials: Concrete block, concrete 65

Roof shapes: Flat; shed FT PR SD

Roof materials: Asphalt (rolled composition) 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Irregular 12

Further description: This rambling, multi-use building was constructed in several phases, sharing such features as common bond brick facing, raised brick sills, concrete slab lintels, and clay tile coping. The original structure, now located in the center of the building mass, is a single-bay filling station/garage. Measuring 50 feet wide, it has a single off-center entry. Concrete lintels over the two windows -- one a single-lite display window and the other a cluster of three 3/1 double-hung units -- and garage door are the same height. A 40-foot addition to the rear was constructed in 1931. On the west end of the building, a 25-foot lubricating area was added in 1949. This wing has paired garage doors that extend nearly the full height of the building; a single entry has been enclosed with concrete block. A two-story addition on the east end of the building was constructed in 1947, according to assessor's records. On the ground floor level are two large display windows, indicating that this area may originally have been a showroom or restaurant. Several apartments are located on the second floor. There are two single entries on the front facade, providing access to both floors. Upstairs windows are 1/1 double-hung. Side elevations on this two-story wing are stepped down to the back.

Site: Ritter Motors, St. Clair

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: 1927

Alteration date: Rear addition in 1931; 2-story east addition in 1947; west garage addition in 1949. 0000

Historic function: Commerce/trade 0216

Historic subfunction: Specialty store 02E160

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Route 66 travelled along the western edge of St. Clair, skirting the "red-brick stores and rambling frame residences typical of rural trading centers" (WPA Guide, p. 407). This auto facility, located on the westernmost fringes of town and still in operation, is typical of the successful small business development that was directly inspired by highway construction in the 1920's. Further information on the business is not available.

Description of environment and outbuildings: Located on the north side of Commercial Avenue, fronting on a nearly original stretch of 66 roadbed. The building is setback approximately 30 feet from the highway, an unfinished gravel drive and single pump with light standard in between. To the west, on a bypassed dead end, are several abandoned motels and cabins.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



LUBRICATION

SPECIAL

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ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.015

Roll/frame: 9/29

Historic name: 605 Commercial Avenue Garage

Other name: 605 Commercial ^{Ave} Street Garage

Address: 605 Commercial

City: St. Clair

County: Franklin

Vicinity:

Section: 35

Township: 42N

Range: 1W Quad St. Clair

Quarter sections:

Acreage: 1.52 acres

Ownership: Private

Owner's name/address: Hi-Spot Investments Ltd., P.O. Box 187, St. Clair, MO

Resource type: Building

Stories: 1 - 1

Structural system: Concrete block CB

Exterior wall materials: Stucco 61

Other materials: Wood 20

Roof shapes: Flat; shed F+ PR SD

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: The main mass of this building is constructed of concrete block with a smooth stucco finish. A wood frame addition on back is sheathed in wood lap siding. The front cornice is flat, the side walls are stepped, and all roof edges have clay tile coping. Originally a two-bay garage, the garage doors have since been enclosed with wood panel infill supporting a single entry door and several windows. Window openings elsewhere on the building have been reduced, and 1/1 double-hung and vertical sliding windows installed. A single front door opening remains intact.

Site: 605 Commercial Garage, St. Clair

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: International Style 70

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1925

Alteration date: Rear addition, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16 D

Area of significance/context: Transportation 090 030

Significant person(s):

Significant event date:

History and significance: Route 66 travelled along the western edge of St. Clair, skirting the "red-brick stores and rambling frame residences typical of rural trading centers" (WPA Guide, p. 407). This building was originally constructed as a filling station and garage. Stylistically, it carries elements of a transitional modern/international industrial design. The building is now used for apartments. Further information on the business or building is not available.

Description of environment and outbuildings: Set back off the road on a large lot, the garage is surrounded by several bungalows/multi-family residences amidst mature deciduous trees. There is a gravel drive in front of the building, and a single empty pole mount near the roadside. Surrounding businesses are predominantly auto-related.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



FR-AS-014-024

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.013

Roll/frame: 9/26

Historic name: Johnson's Mo-Tel

Other name: Caldwell Banker Building

Address: 780 Commercial Ave.

City: St. Clair

County: Franklin

Vicinity:

Section: 35

Township: 42N

Range: 1W Quad St. Clair

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Michael & Marilyn Stockton, 524 Lakeshore Dr., St. Clair, MO

Resource type: Building

Stories: 1.5.1 1 1/2 - 1

Structural system: Undetermined UD

Exterior wall materials: Stone 40

Other materials: T1-11; vinyl 92 20

Roof shapes: Complex CM

Roof materials: Asphalt 63

Roof features: Dormer DR

Foundation materials: Concrete 65

Porches:

Plan: Irregular IR

Further description: The original part of this building was constructed ca. 1940 in the Craftsman style. Exterior walls are built of coursed native stone over masonry, with painted black mortar joints a distinctive variation of local "giraffe rock" construction. At the west end of the street facade is a projecting gabled entry wing, also built of stone, with T1-11 applied in the gable end and an off-center door with fixed Craftsman-style window. A large exterior chimney is located near the east end of this building face; between this and the entry wing is a second door and three 6/1 double-hung windows. There is a small shed dormer in the front roof slope. In the back of the building, a projecting ell is similarly constructed and detailed, with two shed dormers located on the east roof slope. Rafter tails are exposed on all front elevations, but are boxed with vinyl in back. An office addition on the west end of the main building stands only one story tall. The ca. 1975 addition is constructed of T1-11 and has a side-facing gable and center entry flanked by paired 1/1 double-hung windows.

Site: Johnson's Mo-Tel, St. Clair

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/Bungalow⁶⁵

Vernacular type: Other vernacular commercial building⁶⁹

Construction date: ca. 1940

Alteration date: Side addition, ca. 1975, 0000

Historic function: Domestic⁰¹

Historic subfunction: Hotel^{01D}

Area of significance/context: Transportation^{090 030}

Significant person(s):

Significant event date:

History and significance: Route 66 travelled along the western edge of St. Clair, skirting the "red-brick stores and rambling frame residences typical of rural trading centers." (WPA Guide, p. 407) Two wood frame apartment units behind this stone building identify the stone building as the office for Johnson's Mo-Tel, which is specifically mentioned in Rittenhouse's 1946 highway guide. Typically, this kind of building would provide living space for the owner/manager as well as dining for the motel guests. The building is now used for office space.

Description of environment and outbuildings: Located on an elevated site on the south side of Commercial Avenue. The frontage along the road is graded to allow for head-in parking on the property. There is additional paved parking in back, accessed by a driveway on the west side of the building. A large garage is located on the adjacent lot to the west.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.014

Roll/frame: 9/28

Historic name: 786 Commercial Avenue Building

Other name: Coventry Motorcars

Address: 786 Commercial Ave.

City: St. Clair

County: Franklin

Vicinity:

Section: 35

Township: 42N

Range: 1W quad St. Clair

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Rec. Land Inc. and Walter & Eileen Klein, 13004 Mason View Ct.,
St. Louis, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Brick 30

Other materials: 30

Roof shapes: Shed SD PR

Roof materials: Tar & gravel 99

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: Measuring 68 x 34 feet, this building has brick over masonry walls that are stepped on both sides but flat in front, the whole capped with clay tile coping. Rectangular raised brick detail on the front cornice is all that breaks an otherwise flush wall surface. There are two single doors on the facade and five large display windows, offering maximum exposure to the street. Extending nearly to the ground, the windows may have once been garage doors.

Site: Coventry Motorcars, St. Clair

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed 70

Vernacular type: Other vernacular commercial building 67

Construction date: ca. 1940

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 090 030

Significant person(s):

Significant event date:

History and significance: Route 66 travelled along the western edge of St. Clair, skirting the "red-brick stores and rambling frame residences typical of rural trading centers" (WPA Guide, p. 407). This building was probably a garage or showroom, its simple, open form typical of transitional modern/international industrial design. Further information on the business or building is not available.

Description of environment and outbuildings: Located on the south side of Commercial Avenue, only one lot east of Johnson's Mo-Tel (FR.013) and just a short distance from the intersection with Highway 47, the main route to Washington, MO.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



COVENTRY
MOTORCARS

KING OF PRAISE



FAMILY CHURCH

1000 S. W. 10th St.
Tulsa, Oklahoma 74106

405-475-1111

FR-AS-014-026

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.018 **Roll/frame:** 10/33

Historic name: Skylark Motel

Other name: Skylark Restaurant and Lounge

Address: 2150 North Service Rd.

City: St. Clair

County: Franklin

Vicinity: X

Section: 34

Township: 41²N

Range: 1W quad Stanton

Quarter sections: NW 1/4

Acreage: 5.64 acres

Ownership: Private

Owner's name/address: Donald & Constance Lehmann, 2150 N. Service Rd., St. Clair, MO

Resource type: Building

Stories: 2.1 2-1

Structural system: Concrete block; log construction CB LC

Exterior wall materials: Stucco; log 61 23

Other materials: Glass block 70

Roof shapes: Hipped; gable HD GB

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Side (canopy); full 51 FW

Plan: Irregular 1R

Further description: Constructed around 1940, the Skylark is a solid, two-story International style structure of concrete block with smooth stucco walls, a low-pitched hipped roof, asymmetrical plan, cantilevered upper floor, and horizontally divided 2/2 double-hung windows, clustered in two's and three's. There is a flat canopy over the front entrance, which is located on the west (side) elevation. Projecting off the corner of the building towards the highway is an eye-catching Moderne style "fin" made of concrete and glass block. A side wing is sheathed with shingles and has continuous, single-pane windows wrapping around the full second story. In 1979, a gabled log ell was added to the east side of the main building. Measuring 70 feet across and 80 feet deep, the addition, now used as a restaurant and lounge, has a full front porch. Behind the main building is a one-story motel complex, once containing six additional units. Now used for apartments and storage, the building has been significantly altered.

Site: Skylark Motel, St. Clair vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

71

Architectural style: International Style; Moderne; rustic (log)

Vernacular type: Other vernacular commercial building⁶⁹

Construction date: ca. 1940

Alteration date: Log wing added in 1979 0000

Historic function: Domestic 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation 290 030

Significant person(s):

Significant event date:

History and significance: Located about two miles west of St. Clair, a sleepy rural trade center, the Skylark is an interesting and somewhat unusual example of roadside architecture. Constructed during wartime (in 1940, according to assessor's records), but apparently unhampered by material shortages, this is a larger and more high-style building than is typically found in other rural locations along Route 66. Like many other businesses along the old road, the Skylark is no longer directly accessible to current highway traffic, so the owner has had to readjust in order for the business to survive. The log wing addition, constructed in 1979 and used for private parties and meetings, represents that shift in focus. Further information on the business is not available.

Description of environment and outbuildings: The motel/restaurant is set back on a deep, grassy lot at the northeast corner of County Road WW and the North Outer Road. A non-historic pole-mounted sign stands in the front lawn.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



VACANCY
MOTEL
DRIVE IN

SW-AS-014-027

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.020a **Roll/frame:** 11/15

Historic name: Benson's Tourist City ^{and} (restaurant/service station)

Other name: Del-Crest

Address: North Service Road

City: Stanton

County: Franklin

Vicinity: X

Section: 7

Township: 41N

Range: 1W Quad Stanton

Quarter sections: SW 1/4

Acreage: 5.7 acres

Ownership: Private

Owner's name/address: Ralph Delbruegge, 1208 Del Haven Dr., Fenton, MO

Resource type: Building

Stories: 1

Structural system: Wood frame ^{WU}

Exterior wall materials: Wood ²⁰

Other materials:

Roof shapes: Shed ^{SD}

Roof materials: Asphalt ⁶³

Roof features:

Foundation materials: Concrete ⁶⁵

Porches:

Plan: Rectangle ^{RC}

Further description: The focal point of a once-thriving roadside stop, this building has been considerably altered since its original construction, judging by vintage postcards. Now a residence, the building is sheathed with vertical wood panelling and hardboard lap siding, with a deep overhang beneath the shed roof. The single center entry is flanked by two three-part vertical display windows. There are two side entries on the north elevation. A concrete patio is located at the front (east) and north sides of the building.

Site: Benson's Tourist City, Stanton vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1938

Alteration date: Converted to a residence, date unknown 0000

Historic function: Commerce/trade 022216

Historic subfunction: Specialty store; restaurant 02E 02G 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Benson's Tourist City, operated for many years by Mr. and Mrs. Lewis J. Benson, was referred to in Rittenhouse's 1946 guide book as "an elaborate establishment with cabins, cafe, gas, and trailer camp..." (p. 23) The business was started around 1938 as four cottages. At that time, an overnight visitor had access to the community toilets, cold inside running water, and private cooking facilities for only \$1.00 - \$1.50. Fifty cents paid for an electrified trailer space. This building served as 24-hour cafe, office and service station. Around it were scattered a wash house, restrooms, power house and, at its height, sixteen "all approved AAA modern cabins." The current owners purchased the property in 1957 and, for five years, their son continued to operate the motel. Finally, the restaurant was converted to a residence. It is now a rental property. The remaining buildings are still intact, although they are now empty and somewhat deteriorated.

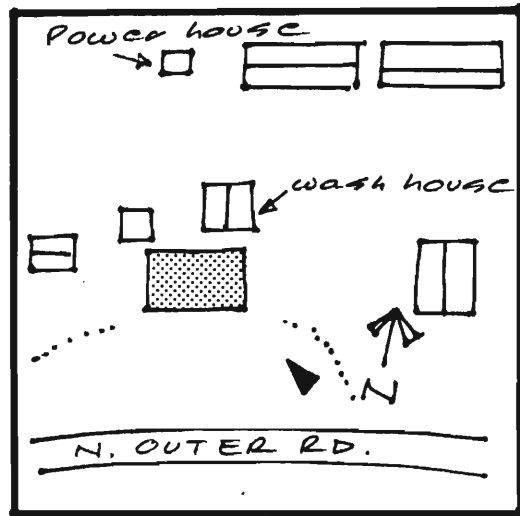
Description of environment and outbuildings: An isolated location less than one mile north of Stanton, the site of Benson's Tourist City is on the west side of old Route 66. Mature deciduous trees surrounding the site form a well-defined natural boundary. Within the site are nine buildings, all of them oriented towards the road, this building being closest to it.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; postcard from the collection of James R. Powell.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-028

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.020b **Roll/frame:** 11/38, 11/43

Historic name: Benson's Tourist City (cabins) #1-#3

Other name: Del-Crest

Address: North Service Road

City: Stanton

County: Franklin

Vicinity: X

Section: 7

Township: 41N

Range: 1W Quad Stanton

Quarter sections: SW 1/4

Acreage: 5.7 acres

Ownership: Private

Owner's name/address: Ralph Delbruegge, 1208 Del Haven Dr., Fenton, MO

Resource type: Building

Stories: 1

Structural system: Wood frame

Exterior wall materials: Weatherboard

Other materials:

Roof shapes: Gable; shed

Roof materials: Asphalt

Roof features:

Foundation materials: Concrete

Porches:

Plan: Rectangle

# 1	# 2	# 3
1	1	1
WU	WU	WU
SD	SD	SD
GB	GB	GB
GB	GB	GB
GS	GS	DR
AW	RC	GS
RC		RC

Further description: There are three cabin "clusters" located on this site, all of them wood frame, all of them only slightly different in the details of their construction. One four-unit cabin, located at the rear of the lot, has a broad gable roof, board and batten siding, and 1/1 double-hung wood windows. Next to it is an eight-unit wood frame building, with narrow lap siding, double-hung windows, shed roof, and front pent overhang supported by vertical slatted privacy walls separating each of the units. At one time the pent roof was painted to read "Modern Cabins." The third cabin is located closer to the road, and is sheathed with asphalt shingle, with double-hung windows and single gabled front entries.

Site: Benson's Tourist City, Stanton vicinity (cabins)

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building

Construction date: ca. 1938

Alteration date:

Historic function: Domestic

Historic subfunction: Hotel

Area of significance/context: Transportation

Significant person(s):

Significant event date:

History and significance: Benson's Tourist City, operated for many years by Mr. and Mrs. Lewis J. Benson, was referred to in Rittenhouse's 1946 guide book as "an elaborate establishment with cabins, cafe, gas, and trailer camp..." (p. 23). The business was started around 1938 as four cottages. At that time, an overnight visitor had access to the community toilets, cold inside running water, and private cooking facilities for only \$1.00 - \$1.50. Fifty cents paid for an electrified trailer space. Clustered around the 24-hour cafe, office and service station were a wash house, restrooms, power house and, at its height, sixteen "all approved AAA modern cabins." The current owners purchased the property in 1957 and, for five years, their son continued to operate the business. Finally, the restaurant was converted to a residence. The remaining buildings are still intact, although they are now empty and somewhat deteriorated.

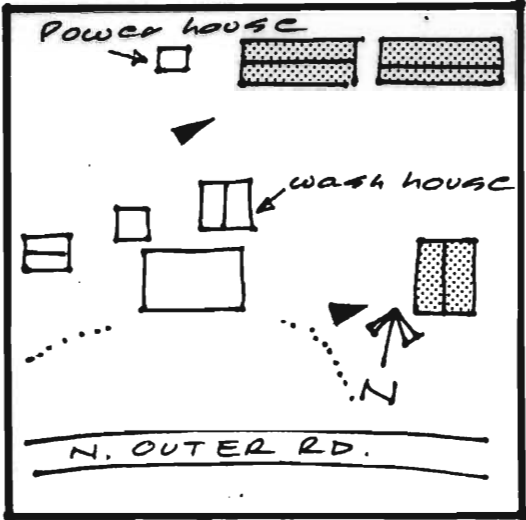
Description of environment and outbuildings: An isolated location less than one mile north of Stanton, the site of Benson's Tourist City is on the west side of old Route 66. Mature deciduous trees surrounding the site form a well-defined natural boundary. Within the site are nine buildings, all of them oriented towards the road, this building being closest to it.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; postcard from the collection of James R. Powell, St. Louis, MO.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:







SW-AS-014-029

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.020c

Roll/frame: 11/17

Historic name: Benson's Tourist City (outbuildings)

Restroom #1, Restroom #2
Power House
Laundry

Other name: Del-Crest

Address: North Service Road

City: Stanton

County: Franklin

Vicinity: X

Section: 7

Township: 41N

Range: 1W Quad Stanton

Quarter sections: SW 1/4

Acreage: 5.7 acres

Ownership: Private

Owner's name/address: Ralph Delbruegge, 1208 Del Haven Dr., Fenton, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *uu*

Exterior wall materials: Weatherboard *20*

Other materials:

Roof shapes: Gable; shed *6B* (laundry has shed roof)

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Rectangle *RC*

Further description: Four secondary buildings on the site of Benson's Tourist City were constructed specifically for mechanical and sanitary functions. The outbuildings are wood frame structures, all of them sharing such features as wood lap siding, asphalt roofing, and a simple rectangular plan. Just to the west of the main building (the 24-hour cafe and service station) is a side-gabled three-room toilet. Behind it is a smaller building, which the current owners also refer to as a restroom. Immediately behind the main building is a 20 x 21 foot shed-roofed wash or laundry room. Finally, at the rear of the lot, is a very small power house, with exposed eaves beneath the gabled roof.

0034

Site: Benson's Tourist City, Stanton vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1938

Alteration date: 0000

Historic function: Domestic; commerce/trade 01 01

Historic subfunction: Hotel; specialty store 010 010

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: Benson's Tourist City, operated for many years by Mr. and Mrs. Lewis J. Benson, was referred to in Rittenhouse's 1946 guide book as "an elaborate establishment with cabins, cafe, gas, and trailer camp..." (p. 23) The business was started around 1938 as four cottages. At that time, an overnight visitor had access to the community toilets, cold inside running water, and private cooking facilities for only \$1.00 - \$1.50. Fifty cents paid for an electrified trailer space. Clustered around the 24-hour cafe, office and service station were a wash house, restrooms, power house and, at its height, sixteen "all approved AAA modern cabins." The current owners purchased the property in 1957 and, for five years, their son continued to operate the business. Finally, the restaurant was converted to a residence. The remaining buildings are still intact, although they are now empty and somewhat deteriorated.

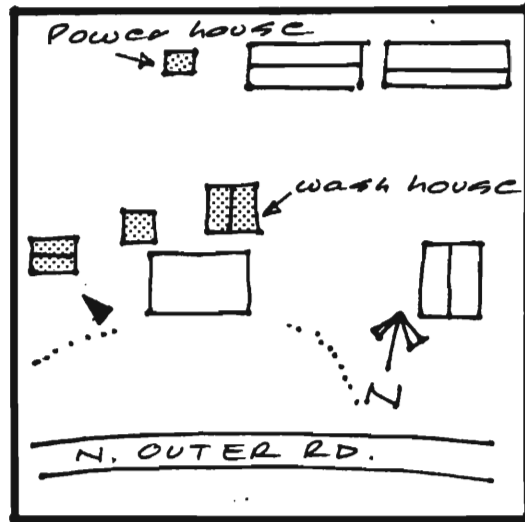
Description of environment and outbuildings: An isolated location less than one mile north of Stanton, the site of Benson's Tourist City is on the west side of old Route 66. Mature deciduous trees surrounding the site form a well-defined natural boundary. Within the site are nine buildings, all of them oriented towards the road.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; postcard from the collection of James R. Powell, St. Louis, MO.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-A3-014-030

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.021

Roll/frame: 11/13

Historic name: El Rancho Motel

Other name:

Address: North Service Road

City: Stanton

County: Franklin

Vicinity: X

Section: 23

Township: 41N

Range: 2W Quad Stanton

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Elbert & Evelyn Bain, Box 44B, Bourbon, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Brick 30

Other materials: Wood 20

Roof shapes: Intersecting gable 16

Roof materials: Asphalt 63

Roof features: Cupola CU

Foundation materials: Concrete 65

Porches: Full FU

Plan: L-shape LS

Further description: Composed of eight units, the motel is a long, L-shaped complex measuring 98 feet across the front. The projecting ell is 32 feet deep. Exterior walls are common bond brick over masonry, with vertical wood panelling in the gable ends. A full porch along the front elevation is supported by simple square posts. Windows are metal casement and wood double-hung, with a raised brick sill beneath them all. A cupola in the center of the long ell is vented.

Site: El Rancho Motel, Stanton vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Colonial Revival 51

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1950

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to assessor's records, the El Rancho was constructed in 1950, making this one of the last motels built on Route 66 during its period of significance. Following national trends in the motel industry, this is also among the last of the small-scale, individually owned and operated building types along the route. For the decade following World War II, new construction of these smaller businesses reached a peak, but "the 1950s brought the virtual end of individualized motel operations when corporate chains with systematized and centralized operations began to be favored by tourists" (Jennings, p. 116). Adopting some Colonial elements then popular in suburban home design, the El Rancho used historic themes that tourists would find comforting by their familiarity. Aside from some window replacements, the building is intact and in excellent condition, and is now used for apartments.

Description of environment and outbuildings: Located on a slightly elevated lot on the west side of the highway, with a gravel circular drive in front of the building. A pole-mounted noen sign stands at the southeast corner of the building. Mature deciduous trees are directly behind the motel.

Sources of information: County property records; Jan Jennings, ed., Roadside America: The Automobile in Design and Culture. Ames, Iowa: Iowa State University Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ESPLANADE
MOTEL

ESPLANADE MOTEL HOME 10 M.
HICKINBOOTHAM
629-3419



ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.022

Roll/frame: 11/11

Historic name: North Service Road Cabin #1 - #3

Other name: Happy Acres Residential Care Center

Address: North Service Road

City: Stanton

County: Franklin

Vicinity: X

Section: 23

Township: 41N

Range: 2W Quad Stanton

Quarter sections: NE 1/4

Acreage: 5.0 acres

Ownership: Private

Owner's name/address: R.C. Smith, Rt. 2, Box 31, Sullivan, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *wu*Exterior wall materials: Weatherboard *24*

Other materials:

Roof shapes: Gable *63*Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete piers *65*Porches: Central bay *63*Plan: Rectangle *RL*

Further description: There are three cottages still standing at the rear of this heavily wooded lot, the numbers affixed to the front of them indicating that, at one time, there were as many as 15 units on premises. All three 2-unit cottages are wood frame, with exterior plywood and applied vertical lattice giving the appearance of a board and batten finish. In the center of the front elevation is a projecting gabled entry, broadly sweeping with flared eaves. Beneath this porch cover are two single entries. One of the cottages was converted to a single unit, and so the center door opening has been altered accordingly. Windows are 1/1 wood double-hung; horizontal sliding metal windows have been installed in the converted cottage.

Site: Happy Acres Residential Care Center, Stanton vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building

Construction date: ca. 1940 1938-1941

Alteration date: 0000

Historic function: Domestic

Historic subfunction: Hotel

Area of significance/context: Transportation

Significant person(s):

Significant event date:

History and significance: The two principal buildings on this site, located on the circular drive and lawn at the front of the lot, are now used for a residential care center. Given their size and orientation, they may have originally part of a larger cabin complex -- Rittenhouse refers to a gas station, cafe, and a few tourist cabins in this general vicinity in 1946 -- but both have been so significantly altered as to have lost any historic integrity. The cabins, however, are set farther back in the wooded lot, remnants of a gravel drive still passing in front of them. At least one of the cottages is still occupied. According to building records, the cottages were constructed in 1938 and 1941. No further information on the business is available.

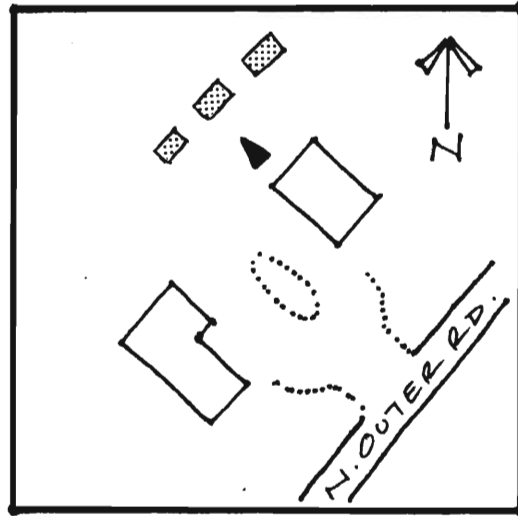
Description of environment and outbuildings: Vintage curbing and mature plantings are found at the entrance to this site, a gravel drive providing circulation and parking for the front buildings. Behind this area, to the rear of the lot, the cottages are tucked amidst a scattering of mature oak and pine trees, all three facing onto a gravel drive.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-032

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.023

Roll/frame: 11/20

Historic name: Stanton Motel

Other name: Stanton Motel

Address: North Service Road

City: Stanton

County: Franklin

Vicinity: X

Section: 26

Township: 41N

Range: 2W quad Stanton.

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: William & Audrey Happel, Box 98, Stanton, MO

Resource type: Building

Stories: 1-1

Structural system: Undetermined UD

Exterior wall materials: Vinyl 92

Other materials:

Roof shapes: Gable 6B 6B

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Full AW

Plan: Rectangle RC

Further description: This seven-unit motel is a simple linear complex, the back end of the building dropped down slightly due to a change in grade, creating a break in the long gabled roofline. The roof overhang creates a full porch in front, supported by plain square posts. The building has been vinyl clad, and most of its original double-hung wood windows replaced with vinyl units (some original windows having been retained on the rear side of the building). A double-wide Marlite manufactured home was moved to the site in 1974.

Site: Stanton Motel, Stanton

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1950

Alteration date: Motel re-sided, date unknown 0000

Historic function: Domestic 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to assessor's records, the Stanton Motel was constructed in 1950, making this one of the last motels built on Route 66 during its period of significance. Following national trends in the motel industry, this is also among the last of the small-scale, individually owned and operated building types along the route. For the decade following World War II, new construction of these smaller businesses reached a peak, but "the 1950s brought the virtual end of individualized motel operations when corporate chains with systematized and centralized operations began to be favored by tourists" (Jennings, p. 116). The application of siding and replacement of windows has seriously compromised the historic integrity of this building. Located only a few hundred yards from the Stanton interchange, at the intersection with County Road JJ and I-44, the business is easily accessible to highway traffic and apparently still thriving.

Description of environment and outbuildings: Set on an open, grassy lot on west side of the North Service Road, the motel is easily visible from I-44. A vertical neon sign is mounted in the lawn near the road. Another cutout sign reading "MOTEL" is mounted on the roof of the motel.

Sources of information: County property records; Jan Jennings, ed., Roadside America: The Automobile in Design and Culture. Ames, Iowa: Iowa State University Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



MOTEL

Motel

U-HAUL

SW-AS-014-033

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.024

Roll/frame: 13/32

Historic name: Delta Motel

Other name:

Address: South Service Road

City: Stanton

County: Franklin

Vicinity:

Section: 25

Township: 41N

Range: 2W Quad Stanton

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Frank & Lois Brown, P.O. Box 84, Stanton, MO

Resource type: Building

Stories: 1.2 1-2

Structural system: Concrete block CB

Exterior wall materials: Stucco 61

Other materials:

Roof shapes: Flat; mansard F+ MN

Roof materials: Asphalt (rolled composition) 63

Roof features:

Foundation materials: Concrete 65

Porches: AW

Plan: Irregular 18

Further description: Of the three buildings located on this site, two of them are non-historic secondary structures, originally containing 11 motel rooms but now converted to apartments. The main building, which contains nine units, an office and dining room/lounge, was constructed ca. 1940. Its most distinctive feature is the rounded, 2-story wing at the north end of the complex, its blunted end facing onto the highway. This wing forms the short end of a T, and contains an office on the bottom level and a restaurant on the upper level. Single-pane display windows wrap around the full front exposure of the dining area. A single entry door with small, flat canopy cover provides access to the office. The base of the T, measuring 87 feet long, contains nine motel rooms which face both the front and back of the property. All rooms have a single metal casement window with raised brick sill. Exterior walls have a thin stucco finish. A "false" mansard extends the roofline; on the long wing, this has created a porch overhang that is supported by decorative iron posts.

Site: Delta Motel, Stanton

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Moderne 71

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1950

Alteration date: 0000

Historic function: Domestic 01 02

Historic subfunction: Hotel 01D 02G

Area of significance/context: Transportation 290 030

Significant person(s):

Significant event date:

History and significance: The Delta Motel is at the crossroads of one Missouri's most popular and well-promoted tourist stops on Route 66, Meramec Caverns. Located less than four miles from the highway, this important roadside attraction was commercially developed in the 1930's by Lester B. Dill, who was dubbed "America's Number One Cave Man" by the time of his death in 1980. After several years' operation -- following an unspectacular opening in 1933 -- there were several businesses near the highway at Stanton which served the considerable traffic trade generated by the caverns. The Delta Motel, constructed around 1950, is one of the few still remaining.

Description of environment and outbuildings: To the side of the motel are two non-contributing gabled buildings with composition/artificial siding, now used as apartments. At the front of the lot, near the road, is a small, kidney-shaped pool. The pool is set in a grassy area in the center of a circular gravel drive. The motel sits on a slightly elevated site on the east side of the road. The Cavern City Motel and Restaurant (see FR.025) is a short distance to the south.

Sources of information: County property records; Michael Wallis, Route 66: The Mother Road. New York: St. Martin's Press, 1990; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SL-AS-014-034

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.025

Roll/frame: 12/37

Historic name: ↑

Other name: Cavern City Hideout Motel and Restaurant

Address: South Service Road

City: Stanton

County: Franklin

Vicinity:

Section: 25

Township: 41N

Range: 2W Quad Stanton

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: David & Janice Wall, P.O. Box 6, Stanton, MO

Resource type: Building

Stories: 1-1/2

Structural system: Wood frame wu

Exterior wall materials: Asbestos shingle 69

Other materials: T1-11 99

Roof shapes: Gable 6B

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Full Fu

Plan: Rectangle RC

Further description: The main building on this site, which houses the motel office and restaurant, has a broad gabled roof, with a full flat porch on the front facade supported by large square posts with wood balustrade. Side and rear elevations are sheathed with asbestos shingle; the front facade has T1-11 siding. A single front entry is flanked by large display windows. Smaller side windows are 2/2 double-hung. According to the current owner, a large dining area on the back of the building was added in 1954.

Site: Cavern City Hideout, Stanton

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1950

Alteration date: Rear addition in 1954, 0000

Historic function: Commerce/trade; domestic 02 01

Historic subfunction: Restaurant; hotel 026 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The Cavern City Hideout is at the crossroads of one of the most popular and well-promoted tourist stops on Route 66, Meramec Caverns. Located less than four miles from the highway, this important roadside attraction was commercially developed in the 1930's by Lester B. Dill, who was dubbed "America's Number One Cave Man" by the time of his death in 1980. After several years' operation -- and following an inauspicious opening in 1933 -- several businesses were established near the highway at Stanton which served the considerable traffic trade generated by the caverns. One of the few auto-related businesses still remaining in Stanton, the Cavern City Hideout has undergone significant changes since the late thirties, when it was first constructed. According to the current owner, the business began in 1939 as a four-cabin complex. The cabins were located to the east of the present office building and were oriented north, towards Route 66. Behind the cabins was a campground area with trailer hookups. A concrete block wash house still stands in that vicinity. As was typical with an established roadside stop, a filling station and garage were added around 1949 (according to assessor's records). Both of those buildings are also standing, although the station has since been considerably altered. With the construction of the new highway and subsequent re-routing of traffic, another 6-room unit was built at the rear of the property around 1959.

Sources of information: County property records; Michael Wallis, Route 66: The Mother Road. New York: St. Martin's Press, 1990; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.026

Roll/frame: 12/40

Historic name: 630 West Springfield Street Garage

Other name: Scott's Welding

Address: 630 W. Springfield

City: Sullivan

County: Franklin

Vicinity:

Section: 819

Township: 40 N

Range: 2 W Quad Sullivan

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Leo Scott, 630 W. Springfield, Sullivan, MO

Resource type: Building

Stories: 1

Structural system: Wood frame WJW

Exterior wall materials: Stucco L1

Other materials:

Roof shapes: Gable GB PR

Roof materials: Sheet metal SO

Roof features:

Foundation materials: Concrete 65

Porches: Front canopy PC

Plan: Irregular IR

Further description: A falsefront wall and boxy canopy can barely conceal the tall, broadly pitched roofline of this garage/repair shop, which extends several feet above the imposing stucco facade. In the center of the building is a large overhead garage door. To the left of it is a large, multi-lite metal casement window; to the right is a single entry door and display window. A small office area is located at this front corner of the building. A flat canopy supported by two solid square posts offers some cover to the office entry. Although assessor's records refer to this as a repair shop, the placement of the canopy suggests that it may also have been a filling station, as well. The building does not appear to have been significantly altered, and is in fair condition.

Site: Scott's Welding, Sullivan

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1927

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: The contract for the first pavement on Route 66 through Sullivan was awarded in March of 1925 and completed in August of 1926. Roughly following the old Springfield Road, the highway bypassed the old business district, skirting the western end of town. Assessor's records indicate that this two-room building, designated a repair shop, was constructed in 1927, shortly after the completion of the highway. Lacking any decorative details, the building is typical of the early functional architecture devoted to automotive services.

Description of environment and outbuildings: Located near the southeast corner of Elmont and Springfield on the western outskirts of town. A flat lot with dirt drive and shallow setback from the highway, the building is closely surrounded by several other commercial buildings, several of which are minimally maintained.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; Daniel Vieyra, "Fill 'er Up". New York: Macmillan Publishing Co., 1979; Mrs. G.L. Russell, ed., The Centennial History of Sullivan, Missouri. Sullivan: Franklin County Tribune, n.d.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SCOTT WELDING

EUGENE F. WELDING

SULL-MO
MUSICAL
ACCIDENTS

FR-AS-003-036

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.012

Roll/frame: 4/4

Historic name:

Other name: North Outer Road ~~Commercial~~ Building

Address: North Outer Road

City: Union

County: Franklin

Vicinity: X

Section: 5

Township: 42N

Range: 1E *Quad Moselle*

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Max & Laverta Pracht, Rt. 2, Box 249L, Union, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Weatherboard; asphalt shingle *20 69*

Other materials: *20*

Roof shapes: Gable *6B*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches: Recessed *R1*

Plan: Rectangle *RC*

Further description: A broad-pitched projecting front gable end forms a front entry porch, supported by unfinished wood poles and four-by-fours. The recessed single entry door is flanked by paired horizontal windows. Siding on the facade and gable end is a composition shingle which appears to be covering a storefront enclosure. Siding on the side elevations is wood lap. Side elevations (on the north and south) have five clustered 3/1 double-hung windows placed near the front of the building. Rafter tails are exposed beneath the eaves.

Site: North Outer Road Commercial Building, Union vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/Bungalow

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1928

Alteration date: Storefront remodel, date unknown 0000

Historic function: Commerce/trade 02 02 E

Historic subfunction: Specialty store; department store

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Following the path of the Old Wire Road, this section of Route 66 "traverses the wide, rolling plateau that separates the valleys of the Meramec and Bourbeuse Rivers." (WPA Guide, p. 407) An isolated site, nestled in the bend of the sharply curved road, this building may have been a grocery store and filling station at one time, as evidenced by the remnants of pump islands in front of the building. Now vacant, the building is very deteriorated, although it does still convey a distinct sense of time and road orientation, being located on a treacherous curve that would not, in contemporary terms, be considered safely accessible.

Description of environment and outbuildings: Sitting on an elevated site above the road, this building has broad steps leading up to it and a concrete retaining wall on both sides of the irregular front lawn. A deep shoulder at the street, paved in concrete, allows for some parking.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-037

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.003

Roll/frame: 7/2

Historic name: Gardenway Motel

Other name:

Address: 581 Highway 100 East

City: Villa Ridge

County: Franklin

Vicinity: X

Section: 8

Township: 43N

Range: 2E

Quad Gray Summit

Quarter sections: SE 1/4

Acreage: 17.5

Ownership: Private

Owner's name/address: Louis & Martha Eckelkamp, P.O. Box 228, Washington, MO

Resource type: Building

Stories: 1

Structural system: Wood frame wu

Exterior wall materials: Asbestos shingle 69

Other materials: Brick 30 20

Roof shapes: Gable 6B 6B 6B

Roof materials: Asphalt 63

Roof features: Cupola cu cu cu

Foundation materials: Concrete

Porches: Full AW

Plan: Irregular 12

Further description: This large 36-unit motel complex is composed of two linear units, both of them running parallel to the old highway, one behind the other. The motel office is located in a projecting wing off the front building that measures 24 feet deep by 17 feet wide. On the front-facing gable are clustered three 6/6 double-hung windows. The gabled roofline is broken slightly at the porch overhang, which wraps around the full length of the building on each side. A vented Colonia-style cupola with pyramidal roof is centered over the ridgeline on the front wing; four more smaller cupolas are spaced out over the side wings. A single door located on the east wall of the front wing enters the office area, which has rustic knotty pine panelling on the interior walls. Exterior walls are sheathed in brick and asbestos shingle. Each room has paired 6/6 double-hung windows, a small bathroom window, and a single entry door on the street facade. There are two decorative dormers on each of the side wings, both of them supported by paired porch posts with crossed lattice infill. The linear unit behind the motel has been re-sided and converted to rental storage space, and no longer retains any distinctive historic features. A neon sign at the road in front of the office is mounted on a concrete base; a glass block and brick base supports an angular illuminated arrow which reads "Gardenway."

Site: Gardenway Motel, Gray Summit

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Colonial Revival 51 69

Vernacular type: Other vernacular commercial building

Construction date: ca. 1945 and 1953 2, 0000

Alteration date: Remodel of rear unit, date unknown

Historic function: Domestic 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: In the early days of motoring, when the range of the car was still somewhat limited, the area of Gray Summit was a popular destination for weekend travellers from St. Louis in search of pastoral pleasures. Several businesses grew up near this small crossroads community, which was then a comfortable one-day excursion out of the city. The most famous of these, The Diamonds restaurant, was located about two miles west of the Gardenway Motel (see FR.005). Spencer Groff established The Diamonds in 1927 and incorporated in 1935, with a young man by the name of Louis Eckelkamp a part-owner in the business. Eckelkamp had come to The Diamonds in 1930 from the nearby town of Washington, and started work as a dishwasher and cleanup boy. By 1938, Eckelkamp had become full owner of the business. Around 1945, Eckelkamp built part of the present motel complex a short distance from his family's home; the second part was constructed in 1953, according to county property records. The Georgian Revival style used in the construction of the motel was then popular in commercial design, associated with such growing national restaurant chains such as Howard Johnson's, Dutchland Farms and Friendly Ice Cream. The name of the motel is in reference to the Henry Shaw Gardenway, a highway beautification project developed in the early thirties (see SLCO.20).

Description of environment and outbuildings: Located on a sloped lot on the south side of the old highway, approximately one-half mile west of the Shaw Arboretum.

Sources of information: County property records; St. Clair Chronicle. 30 August 1972; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986; Philip Langdon, Orange Roofs, Golden Arches. London: Michael Joseph Ltd., 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



5WAS-014-038

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.005

Roll/frame: 8/9, 8/11

Historic name: The Diamonds

Other name: Tri-County Truck Stop

Address: Hwy. AT

City: Villa Ridge

County: Franklin

Vicinity: X

Section: 13

Township: 43N

Range: 2E

quad Gray Summit

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Arla & Susan Reed, P.O. Box 231, Union, MO

Resource type: Building

Stories: 1.2 1

Structural system: Undetermined UD

Exterior wall materials: Brick 30

Other materials: 50

Roof shapes: Flat FT PR

Roof materials: Asphalt; tar & gravel 63 99

Roof features:

Foundation materials: Concrete 65

Porches: AW

Plan: Irregular 1R

Further description: Located on a wedged lot at the intersection of two historic highways, this building is designed for full exposure on three sides. The main dining area at the east end of the building overlooks the Y of the roads; that end of the building is bullet-shaped, with a continuous band of windows wrapping around its broadly curved wall. The principle entrance is on the south elevation, which is the primary facade on old Route 66. Double glass and metal doors, located on both sides of an airlock/entrance (measuring 4 x 11 feet), provide entry from two directions; the outside wall of the entrance area is slightly bowed. There is no surface decoration, and all walls are constructed of a buff-colored brick. A shallow, flat-roofed metal canopy above the windows is supported by several plain, massive brackets. Awning-style windows with metal sash are used elsewhere on the building. The office area in the rear northwest corner of the building stands two stories tall. A one-story garage addition on the far west end of the building was constructed around 1970; a canopy for truck fueling was installed nearby in 1965, according to county property records.

Site: The Diamonds, Villa Ridge

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Moderne 71 69

Vernacular type: Other vernacular commercial building

Construction date: 1948

Alteration date: Garage addition, ca. 1970

Historic function: Commerce/trade 02 02 16

Historic subfunction: Specialty store; restaurant 02E 02G 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: In the early days of motoring, when the range of the car was still somewhat limited, the area of Gray Summit was a popular destination for weekend travellers from St. Louis in search of pastoral pleasures. Several businesses grew up near this small crossroads community, which was then a comfortable one-day excursion out of the city. The most famous of these was The Diamonds restaurant. The Diamonds was started by Spencer Groff, a law student and farmer whose true calling came in 1923 at the age of forty. Anxious to raise money for the mortgage on the family farm, which he had gambled on the faltering grain market, Groff set up a roadside stand on Labor Day weekend and sold damson plums to passing motorists, the proceeds of which he reinvested in a more permanent operation. From under the salvaged roof of a silo set on posts -- known as the Banana Stand -- Groff sold hot dogs, soda, sandwiches, fruit and vegetables, and cold buttermilk. He also installed a tank and sold gasoline. Strategically located at the intersection of the old stage road (subsequently known as Springfield Road and then Route 66) and the old St. Louis Rock Road (later Highway 50, then Highway 100), his business thrived. On Road Opening Day, 3 July 1927, the Diamonds was opened. The two-story frame building was laid out like a diamond to fit the wedge-shaped lot. The restaurant was open 24 hours a day and was advertised as "the old reliable eating place" on postcards from the period (see attached). Twenty-five tourist cottages were built behind the restaurant, the county's first public pool was installed nearby, and a first aid station was established on site. Around 1947, the restaurant was destroyed by fire, but within a year the present building was constructed. The business -- then promoted as "the world's largest roadside restaurant" -- continued to thrive until 66 was bypassed. From 1969 to 1972 the restaurant was closed, until it was leased and reopened by Tri-County Oil Company. In the meantime, the owner of the business, Louis Ecklekamp, took the sign off the top of the old building and moved the entire operation to a more visible location on Highway 44 in Gray Summit, where the sign was reinstalled. The new Diamonds is now just a short distance from the Gardenway Motel, which is also still owned by Eckelkamp (see FR.003). The cabins and pool are no longer extant.

Site: The Diamonds, Villa Ridge

Description of environment and outbuildings: Located at the intersection of Highways AT and old 100, this building sits at the top of a curving ridge on one of the highest spots in the county, commanding a spectacular view of the Bourbeuse River Valley below.

Sources of information: County property records; St. Clair Chronicle. 30 August 1972; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986; Philip Langdon, Orange Roofs, Golden Arches. London: Michael Joseph Ltd., 1986; John Baeder, Gas, Food, and Lodging. New York: Abbeville Press, 1982; interview with William Key, September 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



WIL COUNTY TRUCK STOP Restaurant



ARRO
GASOLINE

TRI-COUNTY TRUCK STOP Restaurant

SW-AS-014-039

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.006

Roll/frame: 8/15, 8/17

Historic name: Sunset Motel

Other name:

Address: Hwy. AT (part of Lots 5, 6, and 7 of Hi-Way Hills Subdivision)

City: Villa Ridge

County: Franklin

Vicinity: X

Section: 13

Township: 43N

Range: 2Eⁱ quad Gray Summit

Quarter sections: SW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Oliver & Loleta Kureger, 427 Hwy. AT, Villa Ridge, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Brick *30*

Other materials:

Roof shapes: Gable *16*

Roof materials: Asphalt *63*

Roof features: Dormers *DR*

Foundation materials: Concrete *65*

Porches:

Plan: V-shape *LS*

Further description: This single-story, 12-unit motel is built of buff-colored brick and is laid out in a roughly V-shaped configuration. The complex is one unit deep, with a door to each unit on both the front and back sides of the building. On the inside of the V, a small false dormer is centered over each door, and a double-hung window looks out from each room onto the grassy courtyard. The driveway circles around the outside of the building, and each room is accessible from this side as well through a single entry. A small gabled building with shed addition and sheathed in asbestos shingle -- probably the office -- is directly off the driveway behind the motel. Near the road are several two signs. The largest of them is mounted on a single pole, and has a sunset over water painted on the background. Neon lettering superimposed over the painted image reads "Sunset Motel;" below this is a separate sign reading "Vacancy." Another sign by the driveway is an arrow cutout reading "Entrance."

Site: Sunset Motel, Villa Ridge

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1950

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation; architecture 290 030

Significant person(s):

Significant event date:

History and significance: Following a curving ridge above the Bourbeuse River Valley, the path of Route 66 in the eastern part of Franklin County was primarily determined by its rugged landscape. Skirting the town of Villa Ridge, the road passed through areas like this where services were scattered. Based on available information, the motel and signage appear to be unchanged since they were first constructed/installed. The building is very similar to the Shamrock Court in nearby Sullivan, which is known to have been constructed in 1951-52 (see (CR.001). The text from a fifties-vintage postcard of the Sunset Motel reads as follows: "12 Units - 12 Baths - Panel Ray Heat - Beautyrest Mattresses - Air-Conditioned - Quiet." The integrity of the building, site, and signs is excellent and, on the basis of its architectural and historic significance, may qualify for individual National Register designation.

Description of environment and outbuildings: Located on the north side of Highway AT, the motel is set at the rear of a very deep, grassy lawn. A large spreading juniper in the center of the V is shown as several small shrubs in an early postcard. A gravel driveway circles to the rear of the building.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1989; interview with Mr. Wyland, September 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993





VACANCY

BEON BRANDYVILLE

ENTRANC

SW-AS-014-040

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.007

Roll/frame: 8/20

Historic name: Highway AT Building

Other name: Bows & Bullfrogs Child Care - don't use

Address: Hwy. AT

City: Villa Ridge

County: Franklin

Vicinity: X

Section: 23

Township: 43N

Range: 2E

quad Moselle...

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Mary & James Ming, Rt. 4, Box 12, Union, MO

Resource type: Building

Stories: 2

Structural system: Undetermined UD

Exterior wall materials: Stone 40

Other materials: Wood 20

Roof shapes: Hipped 14P

Roof materials: Asphalt 63

Roof features: Cupola CU

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: An unusual building constructed of stone over masonry, this appears to have been a garage at one time, judging by the distinctive fenestration. The main facade has a gabled center (garage) bay, the opening filled in with plywood to frame a single door. Two more large openings flanking this center entry have also been filled in with a permanent siding material. There are two original wood and glass doors on this front facade. Between the door and window openings are raised stone piers. Crowning the hipped roof is a small frame "cupola" with wood siding and end boards. There are two window openings on each of the four sides of this second "story," all of them enclosed. On top of this is a decorative cupola.

Site: Bows & Bullfrogs Child Care, Villa Ridge

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: Childcare conversion, ca. 1990

Historic function: Commerce/trade 02

Historic subfunction: Specialty store 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Following a curving ridge above the Bourbeuse River Valley, the path of Route 66 in the eastern part of Franklin County was primarily determined by its rugged landscape. Skirting the town of Villa Ridge, the road passed through areas like this where services were scattered. Although no information has been found on the history of this building, it is apparent by its appearance that it was originally designed for automotive services, and most likely as a garage. Although significantly altered, the physical changes to the building are reversible.

Description of environment and outbuildings: Located at the southwest corner of American Inn Road and Highway AT. Setback from the highway is minimal. A non-contributing two-story log residence is also located on the property.

Sources of information: County property records; WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1989

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



Bow in
Bullfrogs
DAY CARE



SW-AS-014-041

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.008a **Roll/frame:** 4/7

Historic name: Stropman's Camp (store/office) ^{and}

Other name: Guffey's Villa Ridge Store

Address: Highway AT

City: Villa Ridge

County: Franklin

Vicinity: X

Section: 23

Township: 43N

Range: 1E quad Moselle ... T

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: John & Maralean Cooksey, 1238 Hwy AT, Villa Ridge, MO

Resource type: Building

Stories: 1-1-1

Structural system: Wood frame ^{ww}

Exterior wall materials: Weatherboard; T1-11 ²⁰

Other materials:

Roof shapes: Gable; shed ^{GB SD}

Roof materials: Asphalt ^{LS}

Roof features:

Foundation materials: Concrete ^{CS}

Porches:

Plan: Rectangle ^{PC}

Further description: Originally a simple front-facing gabled building with single center entry, this has been considerably altered with the addition of two wings on both sides. On the west end of the building, the gabled roofline has been extended unbroken to the short exterior side wall. There is a single entry to this area on the front elevation, which is sheathed in T1-11. On the east side, the gable roof is hipped at the original eave line, creating a large interior space with low-pitched shed roof. Hardboard lap siding sheathes the side and rear elevations. There are two fixed windows in the center front bay.

Site: Stropman's Camp, Villa Ridge

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1928

Alteration date: Wing additions, date unknown 0000

Historic function: Commerce/trade 02

Historic subfunction: Department store 02 F

Area of significance/context: Transportation 310

Significant person(s):

Significant event date:

History and significance: According to William Key, a longtime resident of the area, this is the site of Stropman's campground, one of the earliest roadside businesses in Villa Ridge. This building was probably the grocery/office, where provisions could be purchased by campers, cabin occupants, and passing motorists.

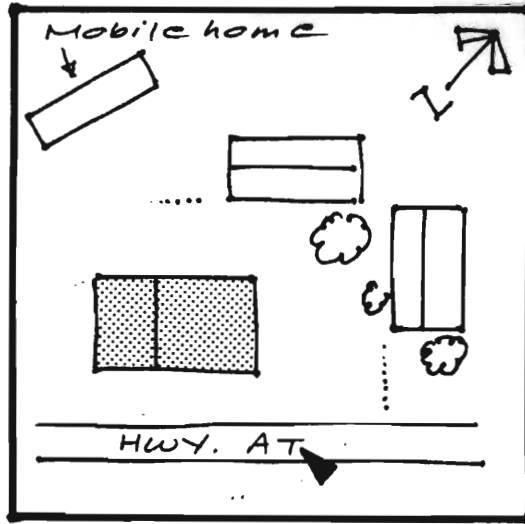
Description of environment and outbuildings: Located in a low-lying, wooded area on the north bank of a creek. The store is on the south side of Highway AT. Two cabins are to the side and rear of the store.

Sources of information: County property records; interview with William Key, September 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





PEPSI
FREE 2 LITERS
WITH ANY
PASTRY PURCHASE

BUFFETS
WILLA RIDGE

VIDEO

SW-AS-014-042

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.008b **Roll/frame:** 8/21

Historic name: Stropman's Camp {cabins}

Other name: Guffey's Villa Ridge Store

Address: Highway AT
City: Villa Ridge **County:** Franklin **Vicinity:** X

Section: 23 **Township:** 43N **Range:** 1E quad Moselle...IT
Quarter sections: NE 1/4 **Acreage:** Less than one acre

Ownership: Private
Owner's name/address: John & Maralean Cooksey, 1238 Hwy AT, Villa Ridge, MO

Resource type: Building
Stories: 1
Structural system: Wood frame
Exterior wall materials: Weatherboard; brick
Other materials:
Roof shapes: Gable
Roof materials: Asphalt
Roof features:
Foundation materials: Concrete
Porches:
Plan: Rectangle

cabin #1	cabin #2
1	1
wa	wa
20 30	20 30
6 B	6 B
6 3	6 3
6 5	6 5
st st	st st st
rc	rc

Further description: There are two structures on this site, a 2-unit and 4-unit cottage. Both of them are frame structures, with wood lap siding on the upper walls and brick facing on the bottom walls. The rooms are arranged in a linear configuration, with the two buildings set at right angles to each other, both of them looking into a central parking area. There is a gabled, bracketed hood over each of the six single entry doors. Windows are double-hung.

Site: Stropman's Camp, Villa Ridge

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/Bungalow 65

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1928

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290 030

Significant person(s):

Significant event date:

History and significance: According to William Key, a longtime resident of the area, this is the site of Stropman's campground, one of the earliest roadside businesses in Villa Ridge. For the traveller who wanted more comfortable accommodations than those offered in the campground, these cabins were available. The cabins were only recently converted to apartments.

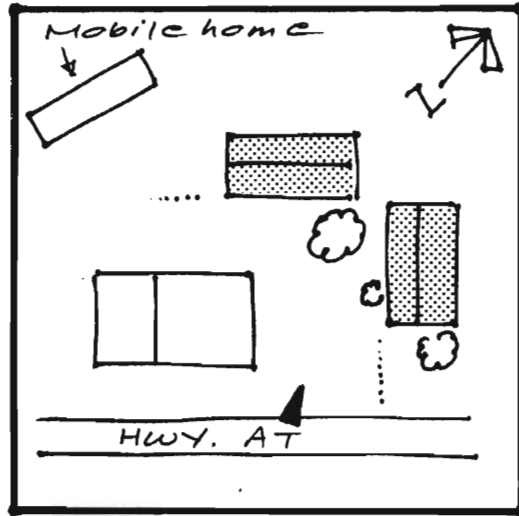
Description of environment and outbuildings: Located in a low-lying, wooded area on the north bank of a creek. The store is on the south side of Highway AT. With the camp store/office on the east side of the lot, the cabins form an open courtyard for parking.

Sources of information: County property records; interview with William Key, September 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SWAS-014-043

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.009a **Roll/frame:** 9/12

Historic name: Key's Twin Bridge Cafe

Other name:

Address: Highway AT

City: Villa Ridge

County: Franklin

Vicinity: X

Section: 27^{27/23}

Township: 43N

Range: 1E quad Moselle, MO

Quarter sections: NW 1/4

Acreage: 14.81 acres

Ownership: Private

Owner's name/address: Nellie Key/Key & Sons Oil Co., 1378 Hwy. AT, Villa Ridge, MO

Resource type: Building

Stories: 1 - 1

Structural system: Concrete block CB UD

Exterior wall materials: Brick; concrete block 30 65

Other materials: T1-11

Roof shapes: Flat FT

Roof materials: Tar & gravel 99

Roof features:

Foundation materials: Concrete 65

Porches: AW

Plan: Rectangle RC

Further description: The facade of this concrete block building -- as well as the gas station next to it -- was re-faced with brick in 1982. The flush wall surface is broken by two single-pane fixed windows and a single off-center glass and metal door. A shallow shed canopy with asphalt shingle sheathing extends the full width of the building. Original fabric still evident on side elevations is the stuccoed concrete block and several 1/1 double-hung windows. Side walls are stepped down, following the slightly sloped roofline. A full addition on the rear of the building is covered with T1-11.

Site: Key's Twin Bridge Cafe, Villa Ridge

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1945

Alteration date: 1982

Historic function: Commerce/trade 02

Historic subfunction: Restaurant 026

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to William Key, whose parents started their business here in 1948, the cafe and nearby gas station and motel (see FR.009b and FR.010) were constructed about 1945 by John Kovak. Located near the junction of Highway 50 and Route 66, the cafe is named for the twin steel and concrete bridges that once crossed the nearby Bourbeuse River. At this spot, heading west, the road narrowed from three lanes to two. Because of this, remembers Mr. Key, traffic was often bottlenecked here, particularly during bad weather, when the sale of snow chains and tow services could bring in as much as \$600 in a single evening. Prior to purchasing this business, Mr. Key's parents worked for 19 years at The Diamonds, where the senior Mr. Key eventually became a part owner of the business. For health reasons, Key sold his interest in The Diamonds to Louis Eckelkamp in 1945 and "retired" to this location just two miles west. Like The Diamonds, the Key Cafe was open 24 hours, but the Key's catered less to the tourist trade, building their reputation on the short-haul trucking market instead. During his summer vacations, young Mr. Key worked 12-hour days at the family business, selling hot sandwiches, dinners, and his mother's trademark grape pie. When I-44 bypassed old Route 66, business at the Key Cafe slowed down, but the area seems to be growing again, and local traffic is now their stock in trade. Despite its apparent loss of integrity, the building stands with the others nearby as an excellent example of commercial development along Route 66 in a rural setting, where a number of complementary services are offered in a convenient single location.

Description of environment and outbuildings: The cafe is one of five associated resources in an rural business cluster west of Villa Ridge, near the intersection with Highway 50. A deep unfinished drive/parking area is in front of the building. A residence behind the building is still occupied by the senior Mrs. Key. A barn is also located at the rear of the lot.

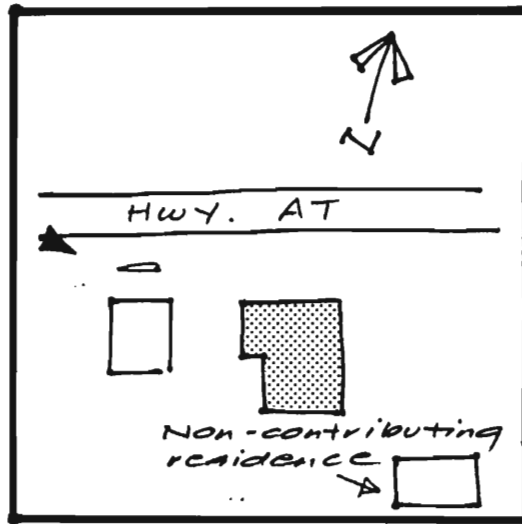
Sources of information: County property records; interview with William Key, September 1992; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1989.

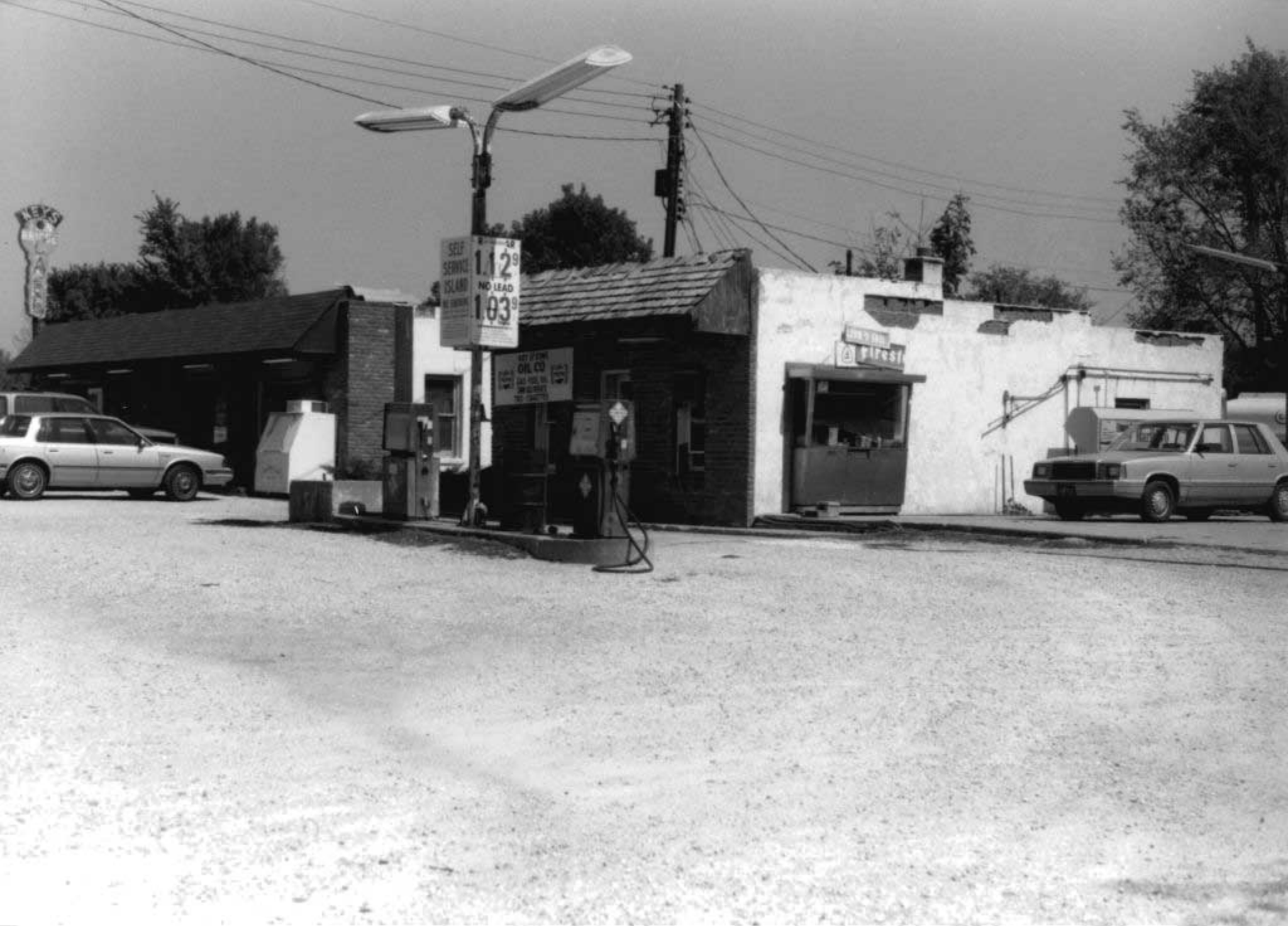
Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: January 1993

Site: Key's Twin Bridge Cafe and Gas Station, Villa Ridge vicinity

Location map:





KEY

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1.129
1.039

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100% PURE
UNLEADED
GALVANEUM

MARTIN'S MARKET

SW-AS-014-044

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.009b **Roll/frame:** 9/12

Historic name: Key's Twin Bridge Gas Station

Other name:

Address: Highway AT

City: Villa Ridge

County: Franklin

Vicinity: X

Section: 2⁷

Township: 43N

Range: 1E *quod Moselle ...*

Quarter sections: NW 1/4

Acreage: 14.81 acres

Ownership: Private

Owner's name/address: Nellie Key/Key & Sons Oil Co., 1378 Hwy. AT, Villa Ridge, MO

Resource type: Building

Stories: 1

Structural system: Concrete block *CB*

Exterior wall materials: Brick; concrete block *30 65*

Other materials: Stucco *61*

Roof shapes: Flat *F+*

Roof materials: Tar & gravel *99*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Rectangle *RC*

Further description: The facade of this concrete block building -- as well as the gas station next to it -- was re-faced with brick in 1982. In front, a single center door is flanked by two double-hung windows. A shallow shed canopy with shingle roof extends the full width of the facade. A metal drive-through window (like those used at banks) was installed on the west/side wall as a security measure in the 70's, following a series of robberies. Stepped side walls are stucco over concrete block. The building interior is intact.

Site: Key's Twin Bridge Gas Station, Villa Ridge

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1945

Alteration date: 1982

Historic function: Commerce/trade 02 16

Historic subfunction: Restaurant 05E 16D

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: According to William Key, whose parents started their business here in 1948, the gas station and nearby cafe and motel (see FR.009a and FR.010) were constructed about 1945 by John Kovak. Located near the junction of Highway 50 and Route 66, the cafe is named for the twin steel and concrete bridges that once crossed the nearby Bourbeuse River. At this spot, heading west, the road narrowed from three lanes to two. Because of this, remembers Mr. Key, traffic was often bottlenecked here, particularly during bad weather, when the sale of snow chains and tow services could bring in as much as \$600 in a single evening. Prior to purchasing this business, Mr. Key's parents worked for 19 years at The Diamonds, where the senior Mr. Key eventually became a part owner of the business. For health reasons, Key sold his interest in The Diamonds to Louis Eckelkamp in 1945 and "retired" to this location just two miles west. Like The Diamonds, the Key Cafe was open 24 hours, but the Key's catered less to the tourist trade, building their reputation on the short-haul trucking market instead. During his summer vacations, young Mr. Key worked 12-hour days at the family business, selling hot sandwiches, dinners, and his mother's trademark grape pie. When I-44 bypassed old Route 66, business at the Key Cafe slowed down, but the area seems to be growing again, and local traffic is now their stock in trade. Despite some significant alterations, the arrangement of these buildings is an excellent example of commercial development along Route 66 in a rural setting, with a number of complementary services offered in a convenient single location.

Description of environment and outbuildings: The gas station is one of five associated resources in an rural business cluster west of Villa Ridge, near the intersection with Highway 50. A deep unfinished drive/parking area is in front of the building. A residence behind the building is still occupied by the senior Mrs. Key. A barn is also located at the rear of the lot.

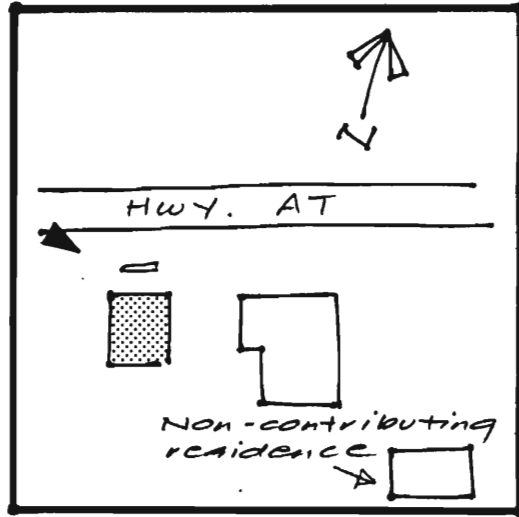
Sources of information: County property records; interview with William Key, September 1992; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1989.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Site: Key's Twin Bridge Cafe and Gas Station, Villa Ridge vicinity

Location map:





KEYS

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KEYS OIL CO

LARRY'S SERVICE

SW-AS-014-045

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM

Route 66 in Missouri

Reference No.: FR.010

Roll/frame: 9/15

Historic name: Pin Oak Motel

Other name: U Stor

Address: Highway AT

City: Villa Ridge

County: Franklin

Vicinity: X

Section: 27

Township: 43N

Range: 1E

Quarter sections: NW 1/4

Acreage: 2.20 acres

quad Moselle

Ownership: Private

Owner's name/address: Raymond & Linda Pracht/Andrew & Brenda Forbes, P.O. Box 81, Union, MO

Resource type: Building

Stories: 1-1

Structural system: Concrete block 65

Exterior wall materials: Aluminum siding 55

Other materials:

Roof shapes: Gable 16 16

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: U-shape 45

Further description: Originally a cottage court, this concrete block complex was recently covered with vinyl siding, obscuring the fabric of the historic building underneath. Although window openings have been enclosed, the single door openings are still extant and a shallow porch overhang has been retained. The configuration of the buildings is also intact: at the open end of the U is a small office building. The office has an off-center door and 1/1 double-hung window on the front facade; the door was created in what was originally a second window opening. One side door has been enclosed and sided over; a door on the north wall is still extant. There is a cross-gable wing addition on the back side of the office building.

Site: Pin Oak Motel, Villa Ridge

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1940

Alteration date: Aluminum siding, ca. 1975

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to William Key, the Pin Oak was constructed by John Kovak, who was also responsible for building a gas station and cafe on the adjacent lot to the north (see FR.009). Located near the junction of Highway 50 and Route 66, and just off the nearby Bourbeuse River bridges, the road narrowed here from three lanes to two. Because of this, traffic was often bottlenecked, making this a natural place for motorists to stop. According to Mr. Key, the motel was full at all times. Originally a small cluster of cottages with attached carports, the motel was described in a postcard view as "A Better Court for Better People," with clean, ultra-modern units and Stewart-Warner Saf-Aire heaters (see postcard view). Prior to its conversion to a storage facility, there were 28 units in the motel. At some time, again according to Key, the motel was sold to a Mr. Sweeney, a St. Louis hotel operator. Despite its apparent loss of integrity, the building stands with the others nearby as an excellent example of commercial development along Route 66 in a rural setting, where a number of complementary services are offered in a convenient single location.

Description of environment and outbuildings: The gas station is one of five associated resources in a rural business cluster west of Villa Ridge, near the intersection with Highway 50. There is a circular drive in front of the office. The courtyard area in front of the motel rooms is also paved. The area behind the buildings is heavily wooded.

Sources of information: County property records; interview with William Key, September 1992; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1989; postcards from the collection of Scott Sargent, Lee's Summit, MO.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



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U
STORE

SWAS-014-046

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: FR.011

Roll/frame: 9/8

Historic name:

Other name: Hobbleburger's Cafe and Tavern

Address: Highway AT

City: Villa Ridge

County: Franklin

Vicinity: X

Section: 27

Township: 43N

Range: 1E

quad Moselle

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Rose Hill Investment Co., P.O. Box 228, Washington, MO

Resource type: Building

Stories: 1 - 1 - 1

Structural system: Wood frame 64

Exterior wall materials: Asbestos shingle 64

Other materials:

Roof shapes: Complex CM

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Irregular 12

Further description: The irregular massing and incongruous matching of rooflines and gables indicates that this building may have been constructed in several phases. The principal front-facing gable wing in the middle of the building has a single center entry flanked by two single-lite display windows. Flush with this, on the north side of the principal bay, are two wings with parallel ridgelines. One has a single door and paired, double-hung windows; the other has a single entry and garage door. On the south side of the principal bay is a cross-gabled wing with a wood staircase leading to the recessed front entry. Windows are double-hung, some of them clustered in three's. Rafter tails are exposed on this end of the building.

Site: Hobbleburger's, Villa Ridge

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/Bungalow

Vernacular type: Other vernacular commercial building⁶⁹

Construction date: ca. 1940

Alteration date: 0000

Historic function: Commerce/trade 02 02 006 006

Historic subfunction: Specialty store; department store; restaurant

Area of significance/context: Transportation⁰⁹⁰

Significant person(s):

Significant event date:

History and significance: According to William Key, this building was last operated by George Hobbleburger. At various times, a tavern, bakery and grocery were located in the building. Located near the junction of Highway 50 and Route 66, and just beyond the twin bridges over the Bourbeuse River (now demolished), the road here narrowed from three lanes to two. Because of this, traffic was often bottlenecked, making this a natural place for motorists to stop. Mr. Key remembers Hobbleburger's as a very prosperous business and a sort of predecessor to today's convenience store. The building was vacated about ten years ago and is still unoccupied. Despite its somewhat neglected condition, the building stands with the others nearby as an excellent example of commercial development along Route 66 in a rural setting, where a number of complementary services are offered in a convenient single location.

Description of environment and outbuildings: Hobbleburger's is one of five associated resources in a rural business cluster west of Villa Ridge, near the intersection with Highway 50. Located on the north side of Highway AT, there is a circular drive in front of the building and deep, wooded lawn to the west side of it. A small gabled outbuilding -- possibly a barbeque shack -- stands at the eastern front corner of the store.

Sources of information: County property records; interview with William Key, September 1992; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1989.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993













Rainey's

RRINEY TOW SERVICE









21

PURINA
CROWS

PURINA
CROWS

ON





SW-AS-014-055

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: GR.028a

Roll/frame: 31/18

Historic name: ↑

Other name: Rex Smith Gas Station (service station and restaurant)

Address: 2321 NW Bypass

City: Springfield

County: Greene

Vicinity:

Section: 8

Township: 29N

Range: 22W Quad Springfield

Quarter sections:

Acreage:

Ownership: Private

Owner's name/address:

Resource type: Building

Stories: 1-1/2

Structural system: Wood frame WU

Exterior wall materials: Stone; stucco 90 61

Other materials:

Roof shapes: Gable 6B

Roof materials: Composition shingle 63

Roof features: Dormer DR

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: A side-gabled building with a broad, gabled wall dormer on the front facade. Gable ends have a rough, textured stucco finish, each centered with a pair of 1/1 double-hung wood windows. Three entrances on the ground floor level reflect the building's various historic functions: the door on the south side (with shallow gabled overdoor) leads to a restroom; double doors on the east (main) facade served the former restaurant/coffee shop; a single door at south end of main facade enters a small office space, now used for storage. The first-floor exterior walls are laid in "worm-eaten rock", a native stone with very rough, pitted surface. Three large fixed, single-pane windows on front and side facades. A basement garage is entered from back side of building. Except for removal of appliances, the building interior is virtually intact.

Site: Rex Smith Gas Station, Springfield

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: Otto Young

Architectural style: Craftsman/bungalow 65

Vernacular type: Other vernacular commercial building 69

Construction date: 1933

Alteration date: 0000

Historic function: Commerce/trade 02 16 02

Historic subfunction: Specialty; restaurant 095 160 026

Area of significance/context: Transportation 040 030

Significant person(s):

Significant event date:

History and significance: In response to the congestion caused by routing of highway traffic through the center of Springfield (including both routes 65 and 66), the State Highway Commission proposed a bypass system which was adopted and completed in May of 1936 with the western bypass connecting Kearney and College streets. Anticipating the completion of this stretch of road, Otto Young constructed an all-service station with cabins in 1933 at the southwest corner of what was designed to be a major interchange. According to Gary Smith, grandson of the original owner, the entire Young family participated in running some aspect of the business. His father, Rex Smith, hauled fuel and freight for Powell Brothers Truck Line, one of the largest trucking companies in the midwest. His aunt cooked in the restaurant, and his grandmother took care of the cabins. Though the cabins and restaurant are no longer in operation, Gary Smith continues to operate the filling station, still under his father's name.

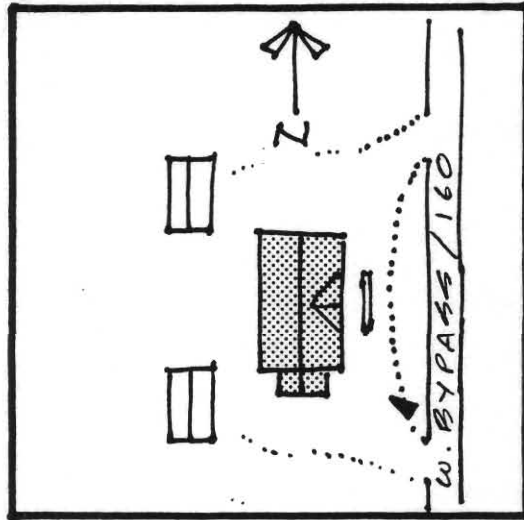
Description of environment and outbuildings: Located at the SW intersection of Kearney Street and U.S. Highway 160, in the furthest NW corner of the city of Springfield. Less than 2 miles from the municipal airport, the station is surrounded by open, undeveloped fields.

Sources of information: Interview with Gary Smith, October 1992; County property records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:



nr. 26



SWAS-014-056

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: GR.028b

Roll/frame: 31/17

Historic name: Rex Smith Cabin #1
#2

Other name: Rex Smith Gas Station (cabins)

Address: 2321 NW Bypass

City: Springfield

County: Greene

Vicinity:

Section: 8

Township: 29N

Range: 22W quad Springfield

Quarter sections:

Acreage:

Ownership: Private

Owner's name/address:

Resource type: Building #1

Stories: 1

Structural system: Wood frame WU

Exterior wall materials: Stone; stucco 40

Other materials: Clapboard; asphalt siding 21 61 63

Roof shapes: Gable 6B

Roof materials: Composition shingle 63

Roof features:

Foundation materials: Concrete 65

Porches: St

Plan: Rectangle RC

#2
1
WU
63
6B
63
65
St
RC

Further description: The two cabins, identical in plan and detail, have been vacated for some time. Each 2-unit cabin has a bracketed, gabled canopy over the paired entry doors, located in the center of the building. On the northern cabin, this canopy's gable end is sheathed in clapboard; like the station in front, walls are uncoursed native stone (referred to by Gary Smith as "worm-eaten rock"), and side-facing gable ends are rough textured stucco. The south cabin has been entirely sheathed in composition shingles. All windows are 1/1 wood double-hung.

Site: Rex Smith Gas Station, Springfield

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: Otto Young

Architectural style: Craftsman/bungalow 65

Vernacular type: Other vernacular commercial building 69

Construction date: 1933

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290 030

Significant person(s):

Significant event date:

History and significance: In response to the congestion caused by routing of highway traffic through the center of Springfield (including both routes 65 and 66), the State Highway Commission proposed a bypass system which was adopted and completed in May of 1936 with the western bypass connecting Kearney and College streets. Anticipating the completion of this stretch of road, Otto Young constructed an all-service station with cabins in 1933 at the southwest corner of what was designed to be a major interchange. According to Gary Smith, grandson of the original owner, the entire Young family participated in some aspect of the business. His father, Rex Smith, hauled fuel and freight for Powell Brothers Truck Line, one of the largest trucking companies in the midwest. His aunt cooked in the restaurant, and his grandmother took care of the cabins. Though the cabins and restaurant are no longer in operation, Gary Smith continues to operate the filling station, still under his father's name.

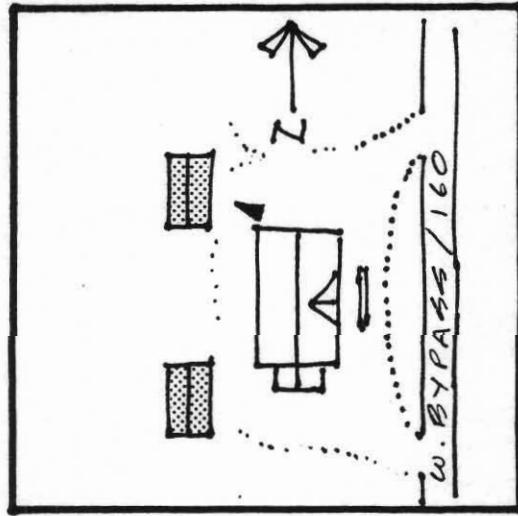
Description of environment and outbuildings: Located at the SW intersection of Kearney Street and U.S. Highway 160, in the furthest NW corner of the city of Springfield. Less than 2 miles from the municipal airport, the station is surrounded by open, undeveloped fields.

Sources of information: Interview with Gary Smith, October 1992; County property records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: January 1993

Location map:









BUD LIGHT

2906

ICE









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MOTEL AND PUB

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COTTAGE
COURT

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KITCHENETTES

OFFICE
VACANCY

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NEW POPCORN
CHICKEN
W/ Y.S.S.
rve on Thru











KITCHENETTES
RANCHO
COURT

NO
PARKING





OFFICE
ROGERS
SALVAGE

OFFICE





PIE

Some Drinks
Are Better
Than Others
PIE





TRAVELERS
MOTEL
VACANCY

BILL



Best
Western

RAIL
HAVEN
Motel
VACANCY

VALLEY PAINT
VALLEY PAINT & SUPPLIES

SR DISCOUNT
FREE LOCAL CALLS
CABLE HBO







150-165



166-167



SW-AS-014-075

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

DOE

Reference No.: GR.016 **Roll/frame:** 3/3

Historic name: Kentwood Arms Motor Hotel

Other name: Kentwood Arms Hotel

Address: ⁷⁰⁰1646 St. Louis

City: Springfield

County: Greene

Vicinity:

Section:

Township:

Range:

Quad Springfield

Quarter sections:

Acreage:

Ownership: Public

Owner's name/address: Southwest Missouri State University, Springfield, MO

Resource type: Building

Stories: 6

Structural system: Undetermined

Exterior wall materials: Brick; limestone

Other materials:

Roof shapes: Flat

Roof materials: Asphalt

Roof features:

Foundation materials: Limestone

Porches: Central bay

Plan: T-shape

Further description: A large, formal brick building with rock-faced random ashlar foundation extending up to the 2nd-floor window sill. The hotel facade has two projecting wing ends and center bay. The sixth-floor terrace garden is setback from the sides and has a crenellated parapet wall. Limestone trim articulates the parapet, copings, and window sills and lintels. Multi-paned steel casement windows are used throughout. Projecting 2-story bay with shed roof on west facade. A double-tiered porte-cochere over the front entry (replacing the original stone and tile-faced porch) was added after 1957.

Site: Kentwood Arms Hotel, Springfield

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: John T. Woodruff (contractor and builder)

Architectural style: Jacobethan

Vernacular type: Other vernacular commercial building

Construction date: 1926

Alteration date: Porch alteration, ca. 1960; interior remodel, 1978; interior renovation, 1988.

Historic function: Domestic

Historic subfunction: Hotel

Area of significance/context: Transportation

Significant person(s):

Significant event date:

History and significance: Constructed in 1926 at an estimated cost of \$365,000, the Kentwood Arms was designed and built by John T. Woodruff, a Springfield financier, builder, and, in 1927, the first president of the National Highway No. 66 Association. Woodruff, who also owned the Pinebrook Inn at Siloam Springs in Arkansas, designed the building as "a haven of comfort, luxury, and efficiency for the travelling public" (Springfield Republican, 25 July 1926). The hotel originally contained over 100 guest rooms and suites, a barbershop, grill room, beauty parlor, ballroom, and rooftop terrace garden. In the 1930's and 40's, the hotel owners also operated a nearby dairy, gardens and orchards, and the 18-hole championship Hickory Hills golf course. For forty years, the hotel was a meetingplace for civic organizations, business groups, and local, state and national political dignitaries (including Richard Nixon and family in 1973). The hotel was sold in 1939 to Earl Moulder and his wife, who ran it until 1968. Springfield postmaster and real estate developer C. Arch Bay then purchased the building for slightly over \$1 million, converting it entirely to apartments. A fire in 1978 inflicted severe damage to the building's interior. The Kentwood was purchased in 1983 by SMSU and converted to student housing. The exquisite lobby area and Crystal Ballroom were restored at that time.

Description of environment and outbuildings: The Kentwood was the first of three hotels originally designed for this site; two buildings on the east and west ends of the lot were to have formed a large U-shaped courtyard. The two side units were never realized, leaving the stately front grounds to remain open. A broad, tree-lined circular drive leads from St. Louis Street to the hotel's front entry. The rear and west side yards have been entirely paved for residents' parking.

Sources of information: Sanborn fire insurance maps; vertical files and photo collection, Shepard Room, Springfield Public Library; Polk's Springfield city directories; postcards from collection of John F. Bradbury, Rolla, MO.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1990















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Sw-AS-014-081

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.001

Roll/frame: 39/19, 39/21

Historic name: Log City Camp *Cabin*

Other name: Meister's Body Shop & Garage

Address: *SR* Hwy. 96

City: Avilla

County: Jasper

Vicinity: X

Section: 26

Township: 29N

Range: 29W *Quad LaRussell*

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Robert & Lola Griffin, Rt. 2, Box 276A, Sarcoxie, MO

Resource type: Building

Stories: 1

Structural system: Undetermined *UD*

Exterior wall materials: Stone *40*

Other materials: Asphalt *63*

Roof shapes: Gable *CB*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Stone *40*

Porches: Central bay *CB*

Plan: Rectangle *RC*

Further description: Once a thriving vacation resort, Log City has since been abandoned, the gas stations, store and cafes demolished and only three of the original 14 cabins still extant. At the center of the site is a new (non-contributing) concrete block garage/auto body shop, constructed on the site of a cafe/filling station (see postcard view). Outbuildings are randomly scattered around this building, facing it and the road. Closest to the road (to the east of the garage) is a stone structure that was once known as the Baker's Cabin (photo #39/19). Remarkably unchanged, it is built of coursed rubble stone, with composition shingles in the gable ends, deep wood framing around 6/6 double-hung windows, and exposed rafter tails. A central gabled porch with solid stone rail is supported by two battered wood piers. A second cabin, set further back in the wooded lot, is nearly identical in all details. A two-unit rock cabin at the west end of the property is in ruins (photo #39/21)

Site: Log City Camp, Avilla

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: Carl Stansbury

Architectural style: Bungalow/Craftsman 65

Vernacular type: Other vernacular commercial buildings 69

Construction date: 1926-27

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: In 1925, Carl Stansbury, a farmer from Amsterdam, Missouri, bought this site with the dream of running a small business on it. With the help of neighbors in the area, he cleared part of the heavily wooded lot, using the logs to construct a gas station, store and several cabins. For the time, the amenities were fairly luxurious: private toilets and showers, hot and cold inside running water, and private cooking facilities (dishes not provided). A campground for tents and electrified trailer space was also available. With the construction of a station and cabins across the highway (Forest Camp Park), Mr. Stansbury sold Log City around 1928 to a local family who, in turn, sold the business to Billy Barker. Mr. Barker added a big room on the back of the station from which he served chicken dinners. Under Barker's management, the business continued to prosper, being described in Rittenhouse's 1946 highway guide as "a popular resort with cabins frequented by vacationists for week-ends or longer." (p. 35) At that time, there were 14 stone and log cabins on site, as well as a gas station, store and cafe. Today, only three of the original cabins are still extant. Commercial buildings were demolished and an auto body shop constructed in their place.

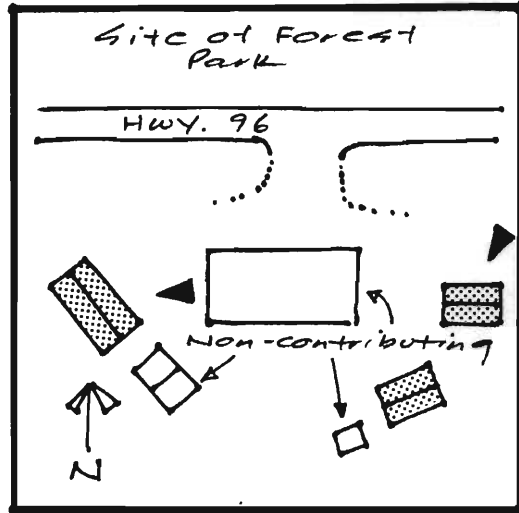
Description of environment and outbuildings: Located on a slightly elevated site to the south side of the highway, on a heavily wooded lot. Concrete curbing around the front drive is still evident. Several light poles are still standing.

Sources of information: County property records; Alleen Cooper, "A History of Log City". From the April 1992 Mother Road Journal, reprinted in the August 1992 issue of the Route 66 Association of Missouri newsletter, pp. 8-9; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:







ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.002a **Roll/frame:** 40/6

Historic name: Hardesty Filling Station

Other name:

Address: ^{SR} Hwy. 96

City: Avilla

County: Jasper

Vicinity: X

Section: 27

Township: 29N

Range: 29W *Quad LaRussell*

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Clifford Conway, Rt. 2, Box 283, Sarcoxie, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Weatherboard *21*

Other materials: *20*

Roof shapes: Gable *6B*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Rectangle *RC*

Further description: A small, two-room building with a front-facing gable and single center door flanked by double-hung windows. Exterior sheathing is bevelled wood lap. Raised, articulated trim around door and windows. Front-facing gable, with exposed rafters beneath shallow overhanging eaves. Slightly elevated on a concrete wall foundation, there is a single concrete step leading up to the front door, which is wood panel with single lite.

Site: Hardesty Filling Station, Avilla

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/Bungalow

Vernacular type: Other vernacular commercial building 69

1004

Construction date: ca. 1930

Alteration date:

Historic function: Commerce/trade 02 14

Historic subfunction: Specialty store; restaurant 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: One of a cluster of three buildings, this small two-room bungalow once operated as a gas station and beer joint. According to R.C. Culley, a longtime local resident, Mabel Hardesty operated the business for some time. Dick Clark then took over and reportedly hung himself in this building around 1948. The cabin next door was moved on site from some other location and rented to overnight travellers (see JP.002c). The nearby stone garage was used to augment services for auto traffic (see JP.002b). Gasoline pumps were originally located in front of this middle building; the attendant's office was in the front room, and the bar was in back. The building is presently unoccupied.

Description of environment and outbuildings: Located on the north side of Hwy. 96, approximately 1-1/2 miles east of Avilla. An associated residence, a giraffe rock bungalow, is set far to the side of this commercial cluster (not included in survey). A small stucco pumphouse is located at the northeast corner of the building.

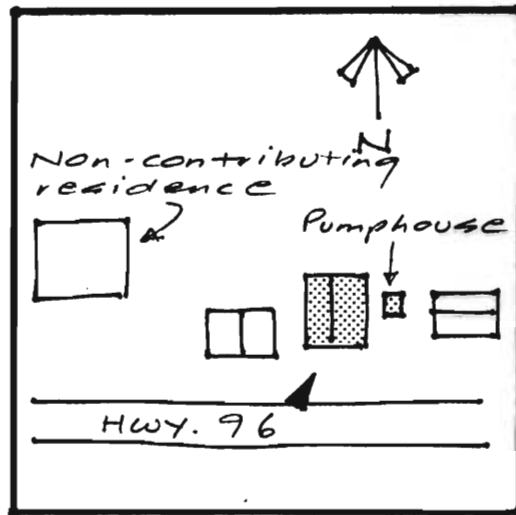
Sources of information: County property records; telephone interview with Clifford Conway, February 1993; telephone interview with R.C. Culley, February 1993.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Site: Hardesty Filling Station, Avilla vicinity

Location map:





SW-AS-014-083

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.002b

Roll/frame: 40/4

Historic name: Nichols' Garage

Other name:

Address: ^{SR} Hwy. 96

City: Avilla

County: Jasper

Vicinity: X

Section: 27

Township: 29N

Range: 29W Quad LaRussell

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Clifford Conway, Rt. 2, Box 283, Sarcxie, MO

Resource type: Building

Stories: 1

Structural system: Wood frame ^{WW}

Exterior wall materials: Stone ⁴⁰

Other materials: Wood ³⁰

Roof shapes: Gable ^{CB}

Roof materials: Asphalt ⁶³

Roof features:

Foundation materials: Concrete; stone ^{40 65}

Porches:

Plan: Rectangle ^{RC}

Further description: A broad, front-facing gabled building constructed of random rubble stone. Synthetic board-and-batten panelling is used on the front facade and gable end as infill. Double hanging garage doors are installed on the west end of the front garage face; a wood panel and single-lite door is at the opposite (east) front side. There are three small windows on each of the side elevations.

Site: Nichols' Garage, Avilla vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: One of a cluster of three buildings, this garage was constructed to complement the services of the adjacent filling station. According to the current owner, a Mr. Nichols operated the business for some time. On the same lot, the cabin was rented to overnight travellers (JP.002c), and the wood frame middle building was a filling station and beer joint (JP.002a). The garage is now used for storage. The other buildings are unoccupied.

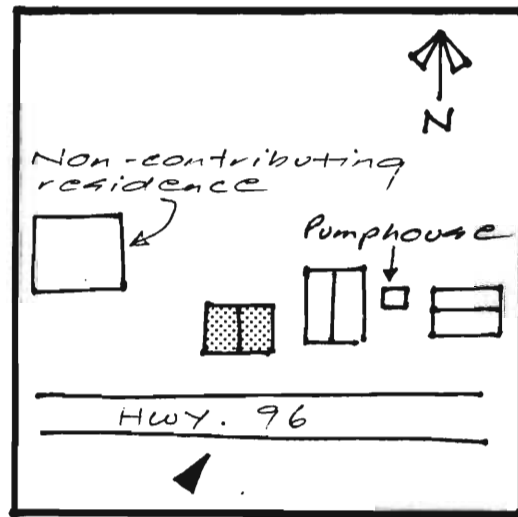
Description of environment and outbuildings: Located on the north side of Hwy. 96, approximately 1-1/2 miles east of Avilla. An associated residence, a giraffe rock bungalow, is set far to the side of this commercial cluster (not included in survey).

Sources of information: County property records; telephone interview with Clifford Conway, February 1993; telephone interview with R.C. Culley, February 1993.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-084

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.002c

Roll/frame: 40/5

Historic name: Hardesty Cabin

Other name:

Address: ^{SR} Hwy. 96

City: Avilla

County: Jasper

Vicinity: X

Section: 27

Township: 29N

Range: 29W *Quad LaRussell*

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Clifford Conway, Rt. 2, Box 283, Sarcoxie, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Log *23*

Other materials: Wood *20*

Roof shapes: Gable *68*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Rectangle *RC*

Further description: Exposed rafters and split "logs" over a flush exterior wall give this two-room building its rustic appearance. There are two panel doors on the building's front facade, and one 3/1 double-hung window to the side of each. A pair of 3/1 windows is centered on the two side-facing gable ends. Thick wood trim surrounds all door and window openings.

Site: Hardesty Cabin, Avilla vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Single dwelling 01A

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: One of a cluster of three buildings, which includes this cabin, a filling station/bar (JP.002a), and a garage (JP.002b). According to R.C. Culley, a longtime area resident, the cabin was moved to this site from some other location -- possibly in two pieces -- and was rented to overnight travellers. The cabin is presently unoccupied.

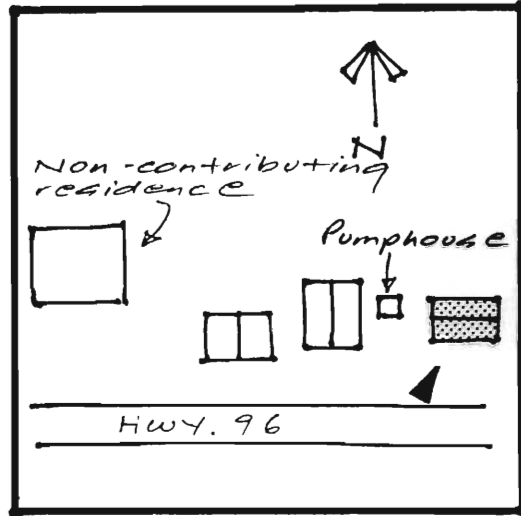
Description of environment and outbuildings: Located on the north side of Hwy. 96, approximately 1-1/2 miles east of Avilla. An associated residence, a giraffe rock bungalow, is set far to the side of this commercial cluster (not included in survey).

Sources of information: County property records; telephone interview with Clifford Conway, February 1993.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-085

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.003 **Roll/frame:** 40/10

Historic name: Midway Service & Cafe

Other name:

Address: ^{SP} Hwy. 96

City: Avilla

County: Jasper

Vicinity: X

Section: 28

Township: 29N

Range: 29W *Quad La Russel*

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Mary Maynard, Rt. 1, Reeds, MO

Resource type: Building

Stories: 1

Structural system: Undetermined *UD*

Exterior wall materials: Stone *40*

Other materials:

Roof shapes: Gable *GB*

Roof materials: Asphalt *GB*

Roof features: Dormer *DR*

Foundation materials: Concrete *65*

Porches: *ST*

Plan: Rectangle *RC*

Further description: Constructed with colorful gold and red fieldstone in the vernacular "giraffe" style, this building has a single center entry which is covered by a gabled hood dormer. Two large windows -- the framing and glass no longer extant -- are located at either end of the front facade. Eight-lite side windows are still intact. The building is side-gabled, with a shed roof extension on back. Remnants of a wood frame cabin are located to the rear of the stone structure. A residence on the west end of the property may once have been part of this roadside complex, but has been re-sided and altered beyond recognition as such.

Site: Midway Service & Cafe, Avilla

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Specialty store; restaurant 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: In 1953, Mrs. Mary Maynard purchased this building with her husband. Along with a gas station, which was destroyed by fire in the 1970's, this was known as the Midway Service & Cafe. According to Mrs. Maynard, the stone cafe was moved here from another site prior to the 1950's. The Maynard's lived in the residence on the same lot and rented the cabin to their hired help; the house has been altered, and the cabin is greatly deteriorated, so neither are included as contributing resources on this site. The stone building, although vacant, still maintains sufficient integrity to be a recognizable roadside resource.

Description of environment and outbuildings: Located on a grassy bluff about 1/2 mile west of White Oak Creek. A very isolated site on the north side of Hwy. 96.

Sources of information: County property records; "Shell Tourist Accommodation Directory," published by the Shell Petroleum Corporation, copyright 1938; "Hotel and Cottage Camp Directory," published by the Conoco Travel Bureau, copyright 1935; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; telephone interview with Mary Maynard, February 1993.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



54-AS-014-086

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.004

Roll/frame: 39/14

Historic name: IOOF Hall

Other name:

Address: ^{SR} Hwy. 96 (Lot 4, Block 1, original plat of Avilla)

City: Avilla

County: Jasper

Vicinity:

Section: 30

Township: ^W 29W

Range: ^W 29N Quad Avilla

Quarter sections: SE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: IOOF, c/o L. Late, Avilla, MO

Resource type: Building

Stories: 2

Structural system: Wood frame ^{WW}

Exterior wall materials: Weatherboard ²¹

Other materials:

Roof shapes: Gable ^{GB}

Roof materials: Asphalt ⁶³

Roof features:

Foundation materials: Concrete ⁶⁵

Porches: Full awning and stoop ^{AW}

Plan: Rectangle ^{RC}

Further description: Considered one parcel, the IOOF building and adjoining commercial structure (JA.005) share a common wall. A two-story wood frame building, the IOOF Hall has a commercial storefront; an enclosed exterior staircase leads to a second-floor meeting room. Some residual mortar on this exterior wall indicates that a stone building was once located on the now-empty lot next to the hall, forming a full commercial block. The single center entry door is flanked on both sides by two large 4-pane display windows. Upstairs windows are 2/2 double-hung. All windows on the street-facing facades have raised, articulated lintels and sills; windows on the side elevations are more simply framed. All exterior sheathing is a narrow lap board. The roof is a fairly steep, front-facing gable. There is a secondary entrance on the north (rear) side of the building, which looks onto Greenfield Street. A simple awning with metal pole supports covers both the front and rear storefront entries. According to assesment records, both the first and second floor ceilings are covered with pressed metal. The building is in nearly original condition.

Site: IOOF Hall, Avilla

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Victorian Functional 62

Construction date: ca. 1885

Alteration date: 0000

Historic function: Commerce/trade; social 03 02

Historic subfunction: Specialty store; meeting hall 03A 026

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The town of Avilla was platted in 1858, the six blocks conveyed for this purpose laid out around a public square. The two main east-west arterials through town were Greenfield (Carthage) Street and West (Springfield) Street. Eventually, West Street became the principal through route and, in 1926, was designated U.S. Highway 66. Avilla was an important trading and supply center for farmers in the area, and a convenient refueling and rest stop for travellers between Carthage and Springfield. In 1946, Rittenhouse noted the presence of a lumber yard, farm implement stores, gas stations, a cafe and other (unspecified) stores in Avilla. The IOOF Hall is a commanding presence on the highway landscape and, although it predates Route 66, it played an important part in the social and commercial history of the community during that period.

Description of environment and outbuildings: Located on a very flat lot to the east of the public square on the north side of Hwy. 96.

Sources of information: County appraisal records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; county plat maps.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: JUNE 1993



ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.005 Roll/frame: 40/12

Historic name:

Other name: ^{State Route} Highway 96 Commercial Building

Address: ^{SR} Hwy. 96 (Lot 4, Block 1, original plat of Avilla)

City: Avilla

County: Jasper

Vicinity:

Section: 30

Township: ²⁹29W

Range: ^{29N}29N

Quarter sections: SE 1/4

Acres: Less than one acre

Ownership: Private

Owner's name/address: IOOF, c/o L. Late, Avilla, MO

Resource type: Building

Stories: 1

Structural system: Wood frame ^{WU}

Exterior wall materials: Stone ⁴⁰

Other materials:

Roof shapes: Shed; flat ^{SD F+ PR}

Roof materials: Asphalt ⁶³

Roof features:

Foundation materials: Concrete ⁶⁵

Porches: Full awning and stoop ^{AW}

Plan: Irregular ^{IR}

Further description: Considered one parcel, the IOOF building (JA.004) and this commercial structure share a common wall. The smaller commercial building is constructed of a rubble stone embedded with large quartz crystals. The stone is randomly laid. Falsefront walls (on the front and west sides) have an irregular finish along the top. A single center door is flanked on both sides by 4-lite fixed display windows. There is a secondary entrance on the back side of the building. A flat-roofed wing extends the building back another 22 feet, the full depth of the IOOF building. There is an interior brick chimney against the side wall. A six-foot wood-framed awning with metal pole supports extends the full width of the two combined storefronts.

Site: Highway 96 Commercial Building, Avilla

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Single entry with display windows 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Restaurant; specialty store 026

Area of significance/context: Transportation 290 030

Significant person(s):

Significant event date:

History and significance: The town of Avilla was platted in 1858, the six blocks conveyed for this purpose laid out around a public square. The two main east-west arterials through town were Greenfield (Carthage) Street and West (Springfield) Street. Eventually, West Street became the principal through route and, in 1926, was designated U.S. Highway 66. Avilla was an important trading and supply center for farmers in the area, and a convenient refueling and rest stop for travellers between Carthage and Springfield. In 1946, Rittenhouse noted the presence of a lumber yard, farm implement stores, gas stations, a cafe and other (unspecified) stores in Avilla. By its design, this building appears to have been a cafe or small business. The building is in very good condition, an excellent example of local building tradition and an important part of the commercial streetscape.

Description of environment and outbuildings: Located on a very flat lot to the east of the public square on the north side of Hwy. 96.

Sources of information: County appraisal records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; county plat maps.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-A5-014-088

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.006 **Roll/frame:** 40/14

Historic name: Barbato's Garage

Other name: Endicott Garage

Address: Hwy. 96

City: Avilla

County: Jasper

Vicinity:

Section: 30

Township: 29^NW

Range: 29^N Quad Avilla

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Samuel & Judith Endicott, Rt. 1, Box 122A, Reeds, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Stone *90*

Other materials:

Roof shapes: Bowstring; shed *01 SD*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Irregular *12*

Further description: The main mass of this voluminous single-bay garage measures 50 x 60 feet. The unusually broad bowstring roof has exposed rafters and beams beneath the narrow overhanging eaves on both front and side elevations. A shallow hipped pent roof runs the full width of the building, also exposing rafters. A smaller wing on the east side of the building, measuring 24 x 42 feet, runs flush with the garage across the front. Behind false walls on the front and side of this wing is a shed roof. All exterior walls are constructed of coursed rock. The center garage door opening, infilled with vertical wood siding, has three small windows in it. There is an entry door, two large display windows, and paired double-hung windows within this front rock facade. The side office area also has an off-center door and five double-hung windows in it. There is a large rear entry as well.

Site: Barbato's Garage, Avilla

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290 030

Significant person(s):

Significant event date:

History and significance: The town of Avilla was platted in 1858, the six blocks conveyed for this purpose laid out around a public square. The two main east-west arterials through town were Greenfield (Carthage) Street and West (Springfield) Street. West Street was destined to become Route 66 in 1926. Avilla was an important trading and supply center for farmers in the area, and a convenient refueling and rest stop for travellers between Carthage and Springfield. In 1946, Rittenhouse noted the presence of a lumber yard, farm implement stores, gas stations, a cafe and other (unspecified) stores in Avilla. This garage was a Philipps 66 station at one time, its earliest and longest-term occupant/owner was Tom Barbato. The office on the east side was used for some time by the local telephone company. Most recently the building was occupied by the Endicott Garage; it is now vacant. Although the front awning is failing, the building appears to be in otherwise stable condition.

Description of environment and outbuildings: Located on a very flat lot to the east of the public square on the north side of Hwy. 96.

Sources of information: County appraisal records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; county plat maps.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



34-AS-014-089

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.007 **Roll/frame:** 39/9

Historic name: State Route 96 Filling Station

Other name: Highway 96 Filling Station

Address: ^{SR} Hwy. 96

City: Forest Mills - Avilla vic. **County:** Jasper

Vicinity: X

Section: 28

Township: 29N

Range: 30W Quad Avilla

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: John & Dorothy Ellis, Rt. 1, Box 129, Carthage, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Metal 50

Other materials: Wood 20

Roof shapes: Hipped HP

Roof materials: Metal 50

Roof features:

Foundation materials: Concrete 65

Porches: PC

Plan: Rectangle RC

Further description: This small, prefabricated two-room filling station is made entirely of pressed metal. Exterior walls are stamped to resemble traditional wood lap siding. Mission-style metal roof tiles have a continuous ornamental ridge and hip finish. In front, an overhanging canopy is supported by two corner piers, allowing passage on the inner and outer sides of the pump island. The single center door with flanking windows offers entry into a small service room in the front of the building and a storage area behind it. Remnants of a small wood frame addition on the east rear side of the station are partially standing. According to the current owner, Butler Company is stamped on the interior wall of the building, along with the date of manufacture.

Site: Highway 96 Filling Station, Forest Mills

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: Butler Manufacturing Company

Architectural style: Mission/Spanish Colonial Revival

Vernacular type: Other vernacular commercial building 69

Construction date: 1916

Alteration date:

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation; architecture 030 090

Significant person(s):

Significant event date:

History and significance: According to its owner, this small filling station was moved from its original site -- where the Powers Historical Museum is now located, on the north side of Oak Street in Carthage -- to its current location in the 1970's. By design a transient building type, the prefabricated roadside building was designed to meet the needs of a rapidly changing market. In the early years of the 20th century, few roads were paved and a national highway system was not yet established. As a result, "traffic patterns were constantly changing which made it difficult to decide where to build a gas station and hard to make a commitment to a site" (Vieyra, p. 7). For the gasoline retailer, the solution was a prefabricated building which was quick to assemble, easy to move, and less expensive than a conventional, site-bound structure. A stamp on the inside of this filling station indicates that it was produced by the Butler Manufacturing Company in 1916. The Butler Company -- pioneer sheet metal fabricators -- began in Kansas City in 1901 with the manufacture of watering tanks and grain bins. In 1910, their first prefabricated garage building was introduced. Manufacturer of Buckminster Fuller's celebrated Dymaxion House in 1941, the Butler Company went on to become a leading producer of prefabricated metal buildings. This filling station is a rare early Butler building, and is the only prefabricated roadside resource identified along the path of Route 66. As such, it is likely eligible for individual National Register listing.

Description of environment and outbuildings: Located in a very rural setting at the northwest corner of Hwy. 96 and County Road BB. The building is one of several objects and artifacts scattered around the lot, which was intended at one time to be an outdoor mining and agricultural museum. The museum is not operational. Wire fencing now surrounds the lot. A noncontributing residence is also located on the property to the west.

Sources of information: Interview with Dorothy Ellis, December 1992; County property records; Daniel I. Vieyra, "Fill 'er Up". New York: Macmillan Publishing Co., Inc., 1979; promotional literature printed by Butler Manufacturing Company, 1987.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: January 1993



SL - A3 - 014 - 090

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.014

Roll/frame: 41/18, 41/22

Historic name: 66 Drive-In Theatre

Other name:

Address: Hawthorn Road

City: Brooklyn Heights

County: Jasper

Vicinity: X

Section: 1

Township: 28N

Range: 32W *Quad Carthage*

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Mark & Dixie Goodman, Rt. 6, Box 70-B, Carthage, MO

Resource type: Building; structure

Stories: 1

Structural system: Steel (screen); glass block (ticket booth) *st*

Exterior wall materials: Glass block *71*

Other materials:

Roof shapes: Flat *st*

Roof materials: Metal *SD*

Roof features:

Foundation materials: Concrete *LS*

Porches:

Plan: Irregular *IR*

Further description: This drive-in theatre complex is comprised of three structural elements: the movie screen, concession stand and ticket booth. The screening surface measures 48 x 95 feet and is attached to the north side of the steel framework; the back side faces the road and has "66 Drive-In Theatre" painted on it. Part of the property is now being used as a salvage yard, and fencing surrounds the lot behind the screen. According to assessor's records, there is a stuccoed concrete block concession stand inside the fenced area, along with 283 speaker poles, indicating space for 566 cars. Outside the fence, at the southeast corner of the screen, is a small ticket booth. The booth is rectangular in shape, with rounded corners giving it a streamlined Moderne flavor; the broad overhang of the flat roof is supported by six plain metal poles. Walls are glass block, with a horizontal sliding aluminum window facing the drive and a door on back. A pole-mounted sign in the front lawn is rectangular in shape, with rounded top corners; the sign reads "66 Drive-In Now Showing" in neon.

Site: 66 Drive-In Theatre, Brooklyn Heights

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Moderne 70

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1945

Alteration date:

Historic function: Recreation/Culture 08

Historic subfunction: Theater 08A

Area of significance/context: Transportation 290 120

Significant person(s):

Significant event date:

History and significance: The first drive-in theater in the U.S. was constructed in Camden, New Jersey, in 1933, but it wasn't for another decade that the phenomenon of automotive entertainment actually hit its stride. Following the war, between 1945 and 1955, the number of drive-ins grew from 102 to 4,000 (Jennings, p. 145). Drawing heavily from automotive design, the drive-in used an architectural idiom that conveyed the illusion of both speed and movement. This drive-in on the western outskirts of Carthage uses some elements of the streamlined Moderne style, the prevailing design for theaters in the 1940's. No longer in operation, the site is now used for car repairs and salvage.

Description of environment and outbuildings: Since the business closed some years ago, the structures on this site have been somewhat neglected. The deep front yard and carefully sculpted line of shrubs, however, are still maintained. The lawn, slightly inclined towards the screen, is surrounded by a continuous sweeping row of boxwood, neatly defining the driveway into and out of the theatre.

Sources of information: County property records; Jan Jennings, ed., Roadside America: The Automobile in Design and Culture. Ames, Iowa: Iowa State University Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



GO
DRIVE IN
THEATRE

GO DRIVE IN THEATRE

SW-AS-014-091

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.016

Roll/frame: 42/8

Historic name: 328 East Main Street Service Station

Other name: Carterville Dairy Creme

Address: 328 East Main Street

City: Carterville

County: Jasper

Vicinity:

Section: 14

Township: 28N

Range: 32W Quad Webb City

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Billie & Helen Rowland, 328 E. Main, Carterville, MO

Resource type: Building

Stories: 1

Structural system: Undetermined ^{UD 20 65}

Exterior wall materials: Wood; concrete block

Other materials:

Roof shapes: Hipped; shed ^{HP SD}

Roof materials: Asphalt ^{L3}

Roof features:

Foundation materials: Concrete ^{L5}

Porches:

Plan: Rectangle ^{RC}

Further description: Originally a gas station, this building has been considerably altered for use as a small restaurant. What probably began as a two-room filling station with overhanging canopy has since been rearranged, with the kitchen now located in the original station office, and the front canopy permanently enclosed for dining space. The three-sided front enclosure has a half-wall of concrete block and wood lap siding, with fixed display windows above. A single-lite glass door is located on both sides (north and south elevation) of the dining area. The kitchen area (formerly the filling station office) is sheathed with broad wood lap siding. The low-pitched hipped roof has exposed rafters beneath shallow overhanging eaves. A small shed-roofed addition extends off the back (west) side of the building.

Site: Carterville Dairy Creme, Carterville

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/Bungalow

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: Front canopy enclosed, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Carterville was incorporated in 1877, only two years after lead was discovered in the area. The demand for zinc during World War I caused a boom in Carterville, Webb City and several other nearby small towns. With the rise in fortunes, "new dwellings and business houses were erected, streetcar lines and additional railroad tracks were laid," the population reaching a peak of 12,000 (WPA Guide, p. 422). At the end of the war, production fell off, the mines were closed, and many residents left. By the early 1940's, in fact, less than 1,600 people still resided in Carterville. At that time, the city was described as "almost a ghost town, with its boarded-up stores, empty buildings, and general air of desolation." (Rittenhouse, p. 37) Constructed shortly prior to that observation, this small filling station occupied a strategic site on the eastern edge of town. At that time Main Street did not continue straight across town as it does today; instead, the road took a 90 degree turn here, requiring that motorists slow or stop. In this case, the building's greatest significance may thus lie more in its location than its historic or architectural associations.

Description of environment and outbuildings: Located on a very flat lot at the northwest corner of Main and Pine Streets, in a predominantly residential neighborhood.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1946; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



PUPP
CANDY

#1
Beat the
Go
Cards
Tigers!

#1
Go
Cards
#1

K
A
U
C
#1

[A large board with many small, illegible compartments, possibly a menu or a list of items.]

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.017

Roll/frame: 42/10

Historic name: 400 Main Street Service Station and Garage

Other name: P & T Auto Sales

Address: 400 Main Street

City: Cartersville

County: Jasper

Vicinity:

Section: 16/17

Township: 28N

Range: 32W Quad Webb City

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: E. Lacy & L. Elgin, c/o Betty Ogle, 3337 N. Fairview, Wichita, KS

Resource type: Building

Stories: 1-1

Structural system: Wood frame; concrete block WU CB

Exterior wall materials: Stucco; concrete block 61 65

Other materials: Weatherboard 20

Roof shapes: Gable; hipped HP GB

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Full canopy PC

Plan: Irregular IR

Further description: There are three distinct elements to this building complex: a filling station with canopy on the west end, a large gabled garage on the east end, and a shed-roofed central bay which connects the two. The oldest of the three is the filling station, which has a single center entry with flanking 4/1 fixed display windows. The building is wood framed with a stucco finish and low-pitched roof. A deep canopy overhang in front is supported by two square posts on piers, which are constructed of brick and stuccoed. The garage, broader and taller than the filling station, is constructed of concrete block with stucco. Gable ends are sheathed with horizontal wood lap siding. A single opening with double doors is located on the front facade. There are three double-hung windows on the exterior side (east) wall. The connecting center bay section is also constructed of concrete block with stucco finish. It has a shed roof, single off-center entry and a horizontal sliding window. The buildings are now vacant.

Site: P & T Auto Sales, Centerville

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/Bungalow 65

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1925

Alteration date: Garage addition, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16 D

Area of significance/context: Transportation 290 030

Significant person(s):

Significant event date:

History and significance: Carterville was incorporated in 1877, only two years after lead was discovered in the area. The demand for zinc during World War I caused a boom in Carterville, Webb City and several other nearby small towns. With the rise in fortunes, "new dwellings and business houses were erected, streetcar lines and additional railroad tracks were laid," the population reaching a peak of 12,000 (WPA Guide, p. 422). At the end of the war, production fell off, the mines were closed, and many residents left. By the early 1940's, in fact, less than 1,600 people still resided in Carterville. At that time, the city was described as "almost a ghost town, with its boarded-up stores, empty buildings, and general air of desolation." (Rittenhouse, p. 37) In his 1946 guide book, Rittenhouse notes the presence of a garage in Centerville. Being in a prominent location, of substantial proportion, and apparently operational until the 1980's, this is probably the garage he is referring to. According to property records, the building was used as a sales lot in 1981 and, later, an apartment.

Description of environment and outbuildings: Located in the central business district of Centerville at the northwest corner of Main and Fountain Streets. The front of the lot is fully paved, with a low concrete wall running in front of the filling station, parallel to the front sidewalk along the exterior drive to the pumps. A small stone commercial building is located directly across the street on Main.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1946; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.018 **Roll/frame:** 42/14

Historic name: Main Street Building

Other name: Main Street Commercial Building

Address: Main Street (Lots 29 and 30, SCM & S Company's 2nd Addition)

City: Carterville

County: Jasper

Vicinity:

Section: 17

Township: 28N

Range: 32W Quad Webb City

Quarter sections: SW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Ernest & Carolyn Watson, 1901 N. Carolyn Place, Joplin, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Stone 40

Other materials: Weatherboard 20

Roof shapes: Clipped gable CG

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: Constructed of a squared and coursed gray rubble stone, this building has a single center door with transom and flanking 2/1 fixed display windows with cast stone sills. Side windows, slightly smaller, are double-hung. There is a secondary entrance on the east elevation. The projecting front gable end is clipped and sheathed in horizontal wood lap siding.

Site: Main Street Commercial Building, Carterville

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Single entry with display windows 64

Construction date: ca. 1925

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Specialty store 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Carterville was incorporated in 1877, only two years after lead was discovered in the area. The demand for zinc during World War I caused a boom in Carterville, Webb City and several other nearby small towns. With the rise in fortunes, "new dwellings and business houses were erected, streetcar lines and additional railroad tracks were laid," the population reaching a peak of 12,000 (WPA Guide, p. 422). At the end of the war, production fell off, the mines were closed, and many residents left. By the early 1940's, in fact, less than 1,600 people still resided in Carterville. At that time, the city was described as "almost a ghost town, with its boarded-up stores, empty buildings, and general air of desolation." (Rittenhouse, p. 37) Although there is an abandoned sign pole in front of this building, the signage has been removed, so there is no clear evidence as to exactly what function this building served. It is now vacant and in deteriorating condition.

Description of environment and outbuildings: Located in the central business district of Carterville, at the southwest corner of Fountain and Main Streets. A very flat, open lot surrounds the building. A garage is located directly across Main Street to the north (see JA.017).

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1946; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-094

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.008

Roll/frame: 40/25

Historic name: 66 Drive-In

Other name:

Address: Esterly Drive

City: Carthage

County: Jasper

Vicinity:

Section: 35

Township: 29N

Range: 31W Quad Carthage

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Ron & Shirley Sturgeon, Rt. 1, Box 409, Carthage, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Stone 40

Other materials:

Roof shapes: Hipped HP

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle 67

Further description: A small, two-room building constructed of native slab rock in the vernacular "giraffe" style. The building has an off-center wood panel door which faces onto the road. Large multi-lite fixed windows are found on the front and sides of the building. Rafter tails beneath the eaves are exposed.

Site: 66 Drive-In, Carthage

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1935

Alteration date:

Historic function: Commerce/trade 02

Historic subfunction: Restaurant; specialty store 02 G

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: According to Ron Sturgeon, this is one of several buildings associated with the 66 Drive-In, one of the oldest in the four-state region. A popular entertainment spot, this area is remembered by long-time residents for the late-night dances held nearby in the early 1940's. A tavern and general store (no longer extant) were also located across the street. Strictly speaking, this building was not part of the drive-in operation, as there was a fully operating concession stand elsewhere on premises. However, when the theater was in operation, Mr. Leeson sold barbeque out of this small roadside building, either to drive-in customers or to passing highway travellers. Years later, when the theater was closed, the stone building was used for a time as a craft shop. It is now used for storage. Further back on the property, the concession stand has been converted to a garage; the ticket booth now stands unused. The barbeque shack is in good condition, but is the only resource on site to maintain sufficient integrity to warrant inclusion in the survey.

Description of environment and outbuildings: The building is set back from the road approximately 50 feet; a paved drive to the residence passes next to it. Located approximately 1/2 mile northeast of Kellog Lake, a popular park and recreation area.

Sources of information: Telephone interview with Ron Sturgeon, December 1992; county property records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-095

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.009a **Roll/frame:** 41/4

Historic name: White's Court {gas station/cafe}

Other name: Red Rock Apartments

Address: Esterly Road

City: Carthage

County: Jasper

Vicinity:

Section: 35

Township: 29N

Range: 31W Quad Carthage

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: Ron & Shirley Sturgeon, Rt. 1, Box 409, Carthage, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WW*

Exterior wall materials: Stone; vinyl *40 92*

Other materials:

Roof shapes: Complex *CM*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches: Full *FK*

Plan: Irregular *IR*

Further description: Originally a filling station and cafe -- and probably two separate structures -- this building has been considerably altered since it was converted over the years to a residence. Some parts of the distinctive coursed rock walls are still evident, but many other parts are now covered with vinyl, tied to the two original rock structures under a single roof. The rock structure at the west end has a gabled roof and single entry door on the north wall; a shed-roofed wing on the west end of it has 1/1 double-hung wood windows. The second stone structure at the east end of the building is also gabled with a single door. This section has a large shed-roofed wood frame porch addition on the east end, looking out towards the street; permanently enclosed with vinyl siding, the porch has a nearly continuous row of horizontal sliding windows on all three sides. The two stone buildings are joined by a gabled wood frame wing. In front of the residence (to the north) are a detached garage and pumphouse, both of which are constructed of the same coursed stone. Both accessory buildings are intact. The pumphouse is square, with 1/1 windows, side and cellar door, flat roof, and ragged rock detail on the street-facing cornice. The single-bay garage has a broad gabled roof, exposed rafter tails, and wood lap siding in the gable ends.

Site: White's Court, Carthage

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1927

Alteration date: Porch enclosure and wing addition, date unknown 0000

Historic function: Commerce/trade 02016

Historic subfunction: Specialty store; restaurant 026 02E 160

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Located on the old Carthage-Springfield Road, and the original route of Highway 66 (later the City Route), this complex of buildings was constructed around 1927. In addition to the gas station and cafe, one or two cabins may also have been built at that time. Within several years, a total of eight "modern" stone cottages stood on the property. The business was known in the 1940's as White's Court, the cafe and station still apparently thriving, as postcards from the period advertised the "Cafe in Connection" and "We Service Your Car." From 1957 to 1987, Mr. and Mrs. Ivan Scott owned the property and lived on site. It was during that time that the two-car garages that connected pairs of cottages were enclosed, and the gas station and cafe were converted to a permanent residence. Four cottages are now used for apartments; the others are vacant.

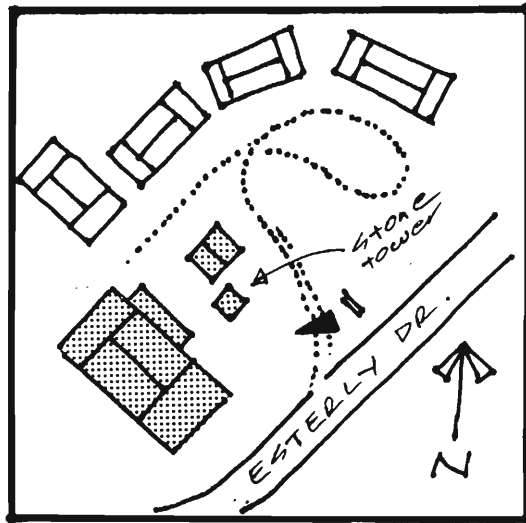
Description of environment and outbuildings: Located on the west side of Esterly Road, only a short distance from Kellog Lake. Large lot, with all buildings oriented towards the center lawn. A scalloped, roughly triangular hanging sign dates at least to the 40's, but has been repainted to read "Red Rock Apts."

Sources of information: Telephone conversation with Mrs. Ivan Scott and Ron Sturgeon, December 1992; county property records; postcards from the collection of James Powell and Scott Sargent.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





RED ROCK

A
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T
S

SCOTT'S

SW-AS-014-096

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.009b **Roll/frame:** 41/0

Historic name: White's Court (cabins) #1-#4

Other name: Red Rock Apartments

Address: Esterly Road

City: Carthage **County:** Jasper **Vicinity:**

Section: 35 **Township:** 29N **Range:** 31W Quad Carthage

Quarter sections: SW 1/4 **Acreage:**

Ownership: Private

Owner's name/address: Ron & Shirley Sturgeon, Rt. 1, Box 409, Carthage, MO

Resource type: Building

Stories: 1

Structural system: Wood frame WK

Exterior wall materials: Stone; weatherboard 40 20

Other materials: Wood 20

Roof shapes: Intersecting gable 1G

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: st st

Plan: Rectangle RC

Further description: Originally, the cottages on this site were 2-room units with connecting garage. The buildings were constructed of coursed rock that was laid against a wood frame, with a gravel/cement mixture poured into the framing as binder. Electrical wiring was installed before the concrete was poured, making subsequent repairs virtually impossible, according to the current owner. All cabins have front-facing gables, 1/1 double-hung windows, off-center door, exposed rafter tails, and shed overdoor. Cabins were originally linked in pairs by a garage which accomodated one car per unit. These garages were flat-roofed, with a straight cornice line capped with ragged stone detail. The garages have since been replaced with gable roofs, and the stone detailing removed. Door openings have also been framed in, with wood sheathing and horizontal sliding windows installed to increase usable living space.

Site: White's Court, Carthage (cabins)

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1927

Alteration date: Garages enclosed, date unknown 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Located on the old Carthage-Springfield Road, and the original route of Highway 66 (later the City Route), this complex of buildings was constructed around 1927. In addition to the gas station and cafe, one or two cabins may also have been built at that time. Within several years, a total of eight "modern" stone cottages stood on the property. The business was known in the 1940's as White's Court, the cafe and station still apparently thriving, as postcards from the period advertised the "Cafe in Connection" and "We Service Your Car." From 1957 to 1987, Mr. and Mrs. Ivan Scott owned the property and lived on site. It was during that time that the two-car garages that connected pairs of cottages were enclosed, and the gas station and cafe were converted to a permanent residence. Four cottages are now used for apartments; the others are vacant.

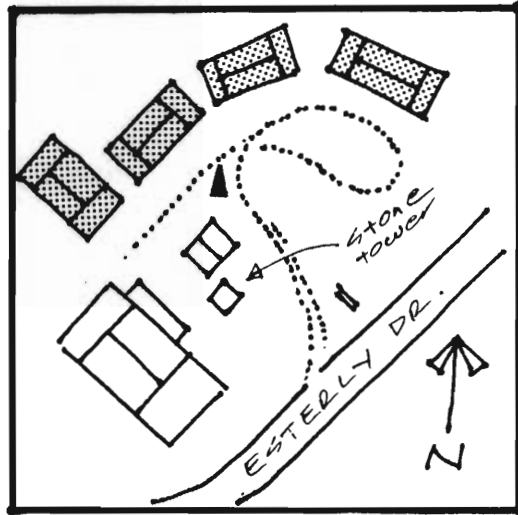
Description of environment and outbuildings: Located on the west side of Esterly Road, only a short distance from Kellog Lake. Large lot, with all buildings oriented towards the center lawn. A scalloped, roughly triangular hanging sign dates at least to the 40's, but has been repainted to read "Red Rock Apts."

Sources of information: Telephone interview with Mrs. Ivan Scott and Ron Sturgeon, December 1992; county property records; postcards from the collection of James Powell of St. Louis, MO, and Scott Sargent of Lee's Summit, MO.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





RED ROCK

A.P.T.S

507

SW-A5-014-097

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.010

Roll/frame: 40/24

Historic name: Boots Motel

Other name:

Address: 107 South Garrison

City: Carthage

County: Jasper

Vicinity:

Section: 9

Township: 28N

Range: 31W Quad Carthage

Quarter sections: 7

Acreage:

Ownership: Private

Owner's name/address: Johnie & Janie Ferguson, 115 N. Garrison, Carthage, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Stucco *61*

Other materials: Glass *71*

Roof shapes: Gable *6B*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches: *ST*

Plan: Rectangle *RC*

Further description: The Boots Motel was built in two stages. The 8-unit front section, constructed in 1939, is an extraordinary example of the Moderne style. Distinctive features include curved corners and cornice, smooth stucco walls inlaid with horizontal bands of black glass tiles, and multi-paned metal casement windows. The office, a small gabled area, projects off the front section towards Garrison Street. Neon lights above the office door read "Office" and "No Vacancy" and are part of a continuous double band of green and pink neon which wraps around the whole building. Vertical wood panelling is installed within the gable ends. Four office windows have scalloped canvas awnings; the metal fixtures appear to be vintage. As to floorplan, paired rooms alternate with attached garages, with access to each of the two rooms provided through an inside door. All eight rooms and parking spaces are covered under a single broad, gabled roof. The rear section, constructed five years later, is a simple rectangular wing, with five units arranged in a slightly staggered linear pattern, with no covered parking provided. Walls are also stucco, some edges are rounded, and front windows are metal casements. Each unit has a small gabled overdoor.

Site: Boots Motel, Carthage

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Moderne 70

Vernacular type: Other vernacular commercial building 69

Construction date: 1939

Alteration date: Rear addition, 1944, 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation; architecture 030 290

Significant person(s):

Significant event date:

History and significance: The Boots Motel was constructed in 1939 by Mr. Arthur Boots, who also built and operated the Boots Drive-In restaurant across the street (see JA.011). In 1942 the motel was sold to Mr. and Mrs. Ples Neely, who built the five rear units two years later. The business was sold in 1948 to Mr. and Mrs. Reuben Asplin, who ran the motel together until 1974, when Mr. Asplin died. Mrs. Asplin continued operating the motel by herself until October of 1991, when she died at the age of 91. According to the owners, Clark Gable and Smiley Burnett were among the famous personalities who stayed at the motel, Mr. Gable reportedly registered in Room 6. The current owners credit Mrs. Asplin's 43 years of careful attention to the property -- including landscaping, decorating, and maintenance -- with its present excellent condition. One of the longest-run businesses by a single owner along Missouri's Route 66, the Boots is an excellent example of both the Moderne style and the unusual "attached cottage" motel design and, on that basis, a likely candidate for individual National Register designation.

Description of environment and outbuildings: Located only two blocks from the Carthage courthouse square, in a well-developed commercial area. The motel and drive are built to the outside edges of the property line. A rectangular pole-mounted neon sign reading "Boots Motel" is located in the public right-of-way in front of the building on Garrison Street.

Sources of information: County property records; unpublished handout distributed by the motel owners; Jan Jennings, ed., Roadside America: The Automobile in Design and Culture. Ames, Iowa: Iowa State University Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



BOOTS
MOTEL

BOOTS
MOTEL
BATES
BATES

SW-AS-014-098

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.011

Roll/frame: 39/5

Historic name: Boots Drive-In

Other name: Hill Insurance Agency

Address: 120 S. Garrison

City: Carthage

County: Jasper

Vicinity:

Section: 9

Township: 28N

Range: 31W Quad Carthage

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Hill Agency Inc., 120 S. Garrison, Carthage, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Concrete block; stucco 65 61

Other materials:

Roof shapes: Hipped HP

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: AW

Plan: Rectangle RC

Further description: An excellent example of the Moderne style, characterized in this case by a plain facade with smooth stucco exterior wall surface, small "porthole" windows on the side rear elevations, rounded corner windows on the front and side facades, and metal door and window sash and framing. The low-pitched roof with slightly rolled eaves (built up over the original flat roof) further emphasizes the dynamic horizontal lines of the building. The principal recessed entry is located on the narrow front facade facing Garrison Street.

Site: Boots Drive-In, Carthage

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Moderne 70

Vernacular type: Single entry with display windows 69

Construction date: 1946

Alteration date: Roof altered, date unknown 0000

Historic function: Commerce/trade 02

Historic subfunction: Restaurant 026

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Constructed and operated by Arthur Boots (see JP.010), the Boots Drive-In is described in a motel brochure as "a favorite gathering place for teens of the Fabulous Fifties and ... for many years the stopping place for travelers of highways 66 and 71." The Boots Motel was built just across the street in 1939 by Mr. Boots and operated by him until 1942. Four years later -- in 1946 -- Arthur Boots built the drive-in, which he ran with Robert Boots and Jude Arney. By 1956, Arthur Boots had apparently left the business, as Robert Boots and Jude Arney were listed in city directories as sole operators that year. By 1970, the drive-in was closed. In a 1947 advertisement for the business, sandwiches, waffles, and fountain service were offered at the Boots, as well as "breakfast at any hour." By 1950, the menu had expanded to include such specialties as chicken-in-basket, barbecued beef and spare ribs, Susie-Q potatoes, and basketburgers; fountain service was naturally a staple, and breakfast was still available at any hour, but beer was also sold "on drive only." Although the drive-in restaurant was immensely popular just after World War II, this is one of only a few such building types still standing on Route 66.

Description of environment and outbuildings: Located at the northeast corner of Garrison and Second Streets, only two blocks from the Carthage courthouse square. The surrounding neighborhood is primarily low-density commercial enterprises. The building was designed to fit on the rather confined lot, and to accommodate the necessary space for curbside service.

Sources of information: County property records; unpublished handout distributed by the motel owners; Jan Jennings, ed., Roadside America: The Automobile in Design and Culture. Ames, Iowa: Iowa State University Press, 1990; Philip Langdon, Orange Roofs, Golden Arches. London: Michael Joseph Ltd., 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



Hill
AGENCY

INSURANCE
REAL ESTATE

SW-AS-014-099

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.012

Roll/frame: 41/9

Historic name: Joy's Garage and Filling Station

Other name: G & E Tire Company, Grave Motor Company, Downey Auto Repair, Ed Cash Garage

Address: 500 Oak Street

City: Carthage

County: Jasper

Vicinity:

Section: 4

Township: 28N

Range: 31W Quad Carthage

Quarter sections:

Acreage:

Ownership: Private

Owner's name/address: Harold & Annabell Arehart, 408 E. 32nd St., Joplin, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Stone; brick 40 30

Other materials: Tile block 70

Roof shapes: Bowstring; flat 0+ FT

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Irregular 12

Further description: At least two additions have altered the original appearance and floorplan of this building. A corner showroom is at the easternmost edge of the building, facing onto an intersection. The two street-facing walls of this corner showroom are constructed of Carthage stone. A continuous band of large plate glass windows wrap around the two exposed walls, providing ample room for window display. The showroom area appears to have a flat roof. A small projecting sign reading "De Soto Plymouth" hangs from the north wall. Attached to the showroom on the rear (south) side is a utility area, constructed of brick and also flat-roofed. There is a large display window and smaller, multi-paned window looking out onto McGregor Street from this area. A large single-bay garage is attached to the showroom on the west. Judging by its appearance, this may be the oldest part of the existing building. One large overhead garage door (not original) and two 32-pane windows on this elevation are separated by raised vertical piers. The windows have stone lintels and sills. This middle section has a bowstring roof. Finally, the westernmost end of the building is constructed of tile block. It has a single entry door, with a ribbon of four display windows to one side.

Site: G & E Tire Company, Carthage

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1935

Alteration date: Several additions, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16 D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Located just beyond the limits of downtown Carthage, documentation on this building is very sketchy. Constructed in 1935, according to assessor's records, the building is first listed at this address in a 1947 city directory under Joy's Garage and Filling Station, Joy. L. Orloff manager. The business is listed as Joy Motor Company in 1950, offering sales and service for Plymouth and DeSoto models, as well as "general automobile repairing." A sign on the north side of the building dates to this period. In 1956, the John Grave Motor Company was located at this site and, in 1962, Downey Auto Repair, Ed Cash Garage, and Dave's Radiator Shop. By 1970, G & E Tire Company occupied the building under the management of Edman Letts and Harold Arehart. G & E continues to operate at this address to this day.

Description of environment and outbuildings: Located at the southwest corner of Oak Street and South McGregor in a predominantly residential neighborhood. Across the street to the east is a large parking lot. The building occupies nearly all available footage on the site, from the rear property lines to the sidewalks in front.

Sources of information: County property records; Polk's city directories.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

ROAD KING
TIRES
G. & E. TIRE CO.

G & E TIRE CO. Cooper TIRES

DE SOTO
PLYMOUTH

TIRE CO.



50-AS-014-100

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.013

Roll/frame: 41/12

Historic name: Neatherry's Service Station

Other name: Baird's Sharpening Service, Christman's Service Station, Pop's Service Station

Address: 918 Oak

City: Carthage

County: Jasper

Vicinity:

Section: 4

Township: 28 N

Range: 31 W Quad Carthage

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Bonnie Baird, P.O. Box 305, Carthage, MO

Resource type: Building

Stories: 1 - 1

Structural system: Wood frame *WW*

Exterior wall materials: Weatherboard; brick *20 30*

Other materials:

Roof shapes: Gable; shed *GB SD*

Roof materials: Asphalt *63*

Roof features: Dormer *DR*

Foundation materials: Concrete *65*

Porches:

Plan: Irregular *1 R*

Further description: A side-gabled building with steeply-pitched roofline and front wall dormer, this station has been altered a great deal since its construction. A wood frame building with narrow weatherboard siding, the building has had a brick veneer applied on the front and the east side walls. A gabled ell extends off the southeast corner of the building, housing the old grease bay. A wider lap siding sheathes the east and west gable ends, as well as the dormer over the front entry. A shed-roofed addition with panel siding squares out the ell in the southwest corner. At the west end of the building, a single off-center door provides entry to the office area. This is flanked by two display windows. A single overhead garage door is at the opposite (east) end.

Site: Baird's Sharpening Service, Carthage

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Picturesque cottage 50

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1935

Alteration date: Rear addition, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290 030

Significant person(s):

Significant event date:

History and significance: Located in a largely residential area at the western edge of town, this service station was designed to complement the scale and appearance of the surrounding neighborhood. The result was this domestic-style cottage (typology suggested by Vieyra, pp. 41-55) which, by its relative absence of picturesque ornament, probably dates to the early- to mid-1930's. Since that time, the business has been known as Neatherry's Service Station (1947), Christman's Service Station (1950), and Pop's Service Station (1957). Last operated as a Flying W station, the building is now used as a shop and storage space.

Description of environment and outbuildings: Located at the southeast corner of Oak and South Francis streets in a residential neighborhood of west Carthage. Natural boundary of trees to the rear. Paved drive in front and to the side of the building.

Sources of information: County property records; Daniel I. Vieyra, "Fill 'er Up". New York: Macmillan Publishing Co., Inc., 1979; Polk's city directories.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-A3-014-101

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.031

Roll/frame: 43/19

Historic name: Gray & Archer Filling Station

Other name: Paddoc Liquors

Address: Old 66 Highway

City: Central City

County: Jasper

Vicinity: X

Section: 11

Township: 27N

Range: 34W

Quad Joplin W

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Norman & Connie Anderson, Rt. 10, Box 365, Joplin, MO

Resource type: Building

Stories: 1 - 1

Structural system: Wood frame WW

Exterior wall materials: Weatherboard; stone 20 40

Other materials: Wood

Roof shapes: Hipped; shed HP SD

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Canopy PC

Plan: Irregular IR

Further description: A recent remodel has altered the appearance of this building significantly. Discernable original building elements include painted exterior stone walls (on the rear and sides), a hipped canopy roof with exposed rafter tails, and three pole supports standing on a raised concrete pump island. The filling station was recently re-sided with a broad horizontal lap and corner boards. The station has a single center entry and one small window set high on the front facade with a hinged "shutter" that covers it. Attached to the station on the west side is a shed-roofed wing addition that dates to the 60's. The side wall is constructed of stone; the front was recently resided with T1-11 wood panelling. A bracketed hood awning extends the full width of the front facade, shielding the single entry door into the liquor store. Two smaller shed-roofed additions on the rear side of the building are constructed of tile block and cinderblock covered with stucco.

Site: Gray & Archer Filling Station, Central City

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/Bungalow *65*

Vernacular type: Other vernacular commercial building *69*

Construction date: ca. 1925

Alteration date: Side wing addition, ca. 1965, *000*

Historic function: Commerce/trade *02 16*

Historic subfunction: Specialty store *02E 16D*

Area of significance/context: Transportation *290*

Significant person(s):

Significant event date:

History and significance: The last stop in Missouri before crossing the state line to Kansas, Central City was once a lively, colorful community, even boasting a nightclub and bowling alley in its heyday. When Kansas was still a dry state, Central City was the nearest or last place to buy liquor and, according to one long-time resident, there was a honkeytonk every half mile between here and Joplin, frequented by locals, travellers, and miners from across the state line. The original roadbed of Route 66 still passes through the center of town; when it was bypassed in the late 60's, most of the businesses left with it, although several property owners here are working to rejuvenate the commercial center by promoting its significant association with the historic highway. The leaders of this movement, Norman and Connie Anderson, are the current owners of this building, which they recently remodelled. According to Bob Anderson, this building was once a filling station, and its first operators were Harry Gray and Fred Archer. According to county property records, the building was also used for a time as a barbershop. It is now a liquor store.

Description of environment and outbuildings: Located on the north side of Old 66 Highway, the building is set back from the road approximately 30 feet, a gravel drive passing in front. A privy and three mobile homes are behind the building at the rear of the lot.

Sources of information: Interview with Bob Anderson, September 1992; County property records; newspaper clippings from the Post Memorial Art Reference Library in Joplin.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



Budweiser
KING OF BEERS

Cools

Marlboro
#8

PADDOC

TOBACCO

1505

CIGS

Lite
BEER
HERE

ICE

SW-A5-014-102

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.032 **Roll/frame:** 43/21

Historic name: Harry's Super Station

Other name: Phillips 66 Station

Address: Old 66 Highway

City: Central City

County: Jasper

Vicinity: X

Section: 11

Township: 27N

Range: 34W

Quad Joplin W

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Norman & Connie Anderson, Rt. 10, Box 365, Joplin, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Concrete block 65

Other materials: Stucco 61

Roof shapes: Flat F+

Roof materials: Tar 99

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: A very simple, unadorned concrete block building, with a flat roof, two-bay garage, and single entry with applied brick surround. There is a 9-lite pivot style metal sash window on the front and side elevations and several raised pump islands in front of the building. The doors and windows on the southeast corner of the building are not original.

Site: Harry's Super Station, Central City

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: International style 71

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1940

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: The last stop in Missouri before crossing the state line to Kansas, Central City was once a lively, colorful community, even boasting a nightclub and bowling alley in its heyday. When Kansas was still a dry state, Central City was the nearest or last place to buy liquor and, according to one long-time resident, there was a honkeytonk every half mile between here and Joplin, frequented by locals, travellers, and miners from across the state line. The original roadbed of Route 66 still passes through the center of town; when it was bypassed in the late 60's, most of the businesses left with it, although several property owners here are working to rejuvenate the commercial center by promoting its significant association with the historic highway. This building, now vacant, was originally a Phillips 66 station, according to Bob Anderson. Known as Harry's Super Station, it was owned and operated by Charlie Haroldson for many years. Although considerably altered -- the storefront rearranged and filled in with concrete block -- the building represents the early efforts of gasoline distributors to adopt the purely functional lines of International style design.

Description of environment and outbuildings: Located on the north side of old 66 Highway in a small cluster of commercial buildings. Set back approximately 50 feet from the road, on a fully paved lot.

Sources of information: Interview with Bob Anderson, September 1992; County property records; newspaper clippings from the Post Memorial Art Reference Library in Joplin.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SLW-AS-014-103

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.030

Roll/frame: 43/25

Historic name: Gillead's Barbecue

Other name: Hayes' Filling Station

Address: Old 66 Highway

City: Central City

County: Jasper

Vicinity: X

Section: 11

Township: 27N

Range: 34W

Quad Joplin W

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Eugene & Judy Hayes, 539 Lincoln, Baxter Springs, KS

Resource type: Building

Stories: 1 - 1

Structural system: Undetermined UD

Exterior wall materials: Brick 30 99

Other materials:

Roof shapes: Flat Ft

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Irregular IR

Further description: A small, one-story rectangular brick building with attached wing on rear corner, this was originally a commercial structure but has since been converted to a residence. An unidentified siding material -- perhaps tarpaper -- has been applied in sheets to the exterior walls and tacked down with furring strips; some pieces have peeled away, revealing the brick walls underneath. On the front facade is a single off-center door and five double-hung windows. Security bars have been nailed over the windows. There are similar windows on the side elevations as well, clustered in three on the west wall.

Site: Gillead's Barbecue, Center City

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1945

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Restaurant; specialty store 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

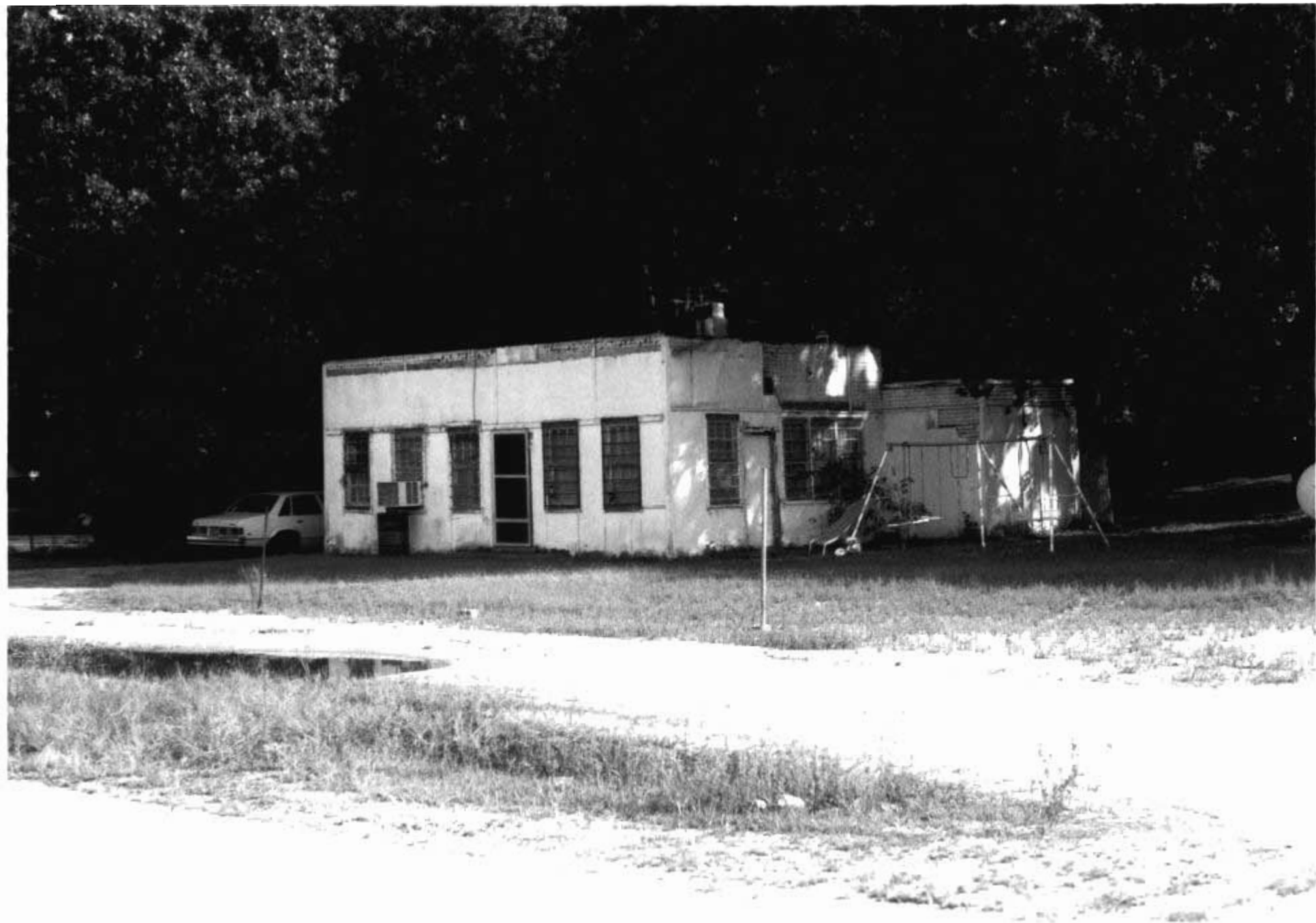
History and significance: The last stop in Missouri before crossing the state line to Kansas, Central City was once a lively, colorful community, even boasting a nightclub and bowling alley in its heyday. When Kansas was still a dry state, Central City was the nearest or last place to buy liquor and, according to one long-time resident, there was a honkeytonk every half mile between here and Joplin, frequented by locals, travellers, and miners from across the state line. The original roadbed of Route 66 still passes through the center of town; when it was bypassed in the late 60's, most of the businesses left with it, although several property owners here are working to rejuvenate the commercial center by promoting its significant association with the historic highway. According to Bob Anderson, this building was originally a cafe/barbecue joint run by Neil Gillead. Later, Billy Hayes operated a gas station there. It is now a residence.

Description of environment and outbuildings: Located on the south side of Old 66 Highway, the lot is heavily wooded to the rear. A circular gravel drive passes in front of the building, which is setback on a grassy lawn.

Sources of information: Interview with Bob Anderson, September 1992; County property records; newspaper clippings from the Post Memorial Art Reference Library in Joplin.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-104

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.033

Roll/frame: 43/23

Historic name: State Line Restaurant

Other name: State Line Bar & Grill

Address: Old 66 Highway

City: Central City

County: Jasper

Vicinity: X

Section: 11

Township: 27N

Range: 34W

Quad Joplin W

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Norman & Connie Anderson, Rt. 10, Box 365, Joplin, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Concrete block; brick 65 30

Other materials: Stucco 61

Roof shapes: Flat; gable F+PR GB

Roof materials: Tar; asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: AW

Plan: Irregular 1R

Further description: A concrete block building with smooth stucco finish, the restaurant/bar has a small brick addition on the rear east side with gabled roof. The single centered front entry is flanked by two small plate glass windows. There is a concrete pad in front of the entrance, a shallow, flat canopy shielding the whole. The side rear walls are stepped down towards the back of the building; on those side walls, small window openings are filled with glass block.

Site: State Line Restaurant, Central City

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1935

Alteration date: Storefront enclosed, date unknown 0000

Historic function: Commerce/trade 00

Historic subfunction: Restaurant 00 E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The last stop in Missouri before crossing the state line to Kansas, Central City was once a lively, colorful community, even boasting a nightclub and bowling alley in its heyday. When Kansas was still a dry state, Central City was the nearest or last place to buy liquor and, according to one long-time resident, there was a honkeytonk every half mile between here and Joplin, frequented by locals, travellers, and miners from across the state line. The original roadbed of Route 66 still passes through the center of town; when it was bypassed in the late 60's, most of the businesses left with it, although several property owners here are working to rejuvenate the commercial center by promoting its significant association with the historic highway. The leaders of this movement, Norman and Connie Anderson, are the current owners of this building. According to Bob Anderson, Freddy Link was the last owner to run a restaurant business here. With the conversion to a bar, the original glass block storefront was enclosed.

Description of environment and outbuildings: Located on the north side of old 66 Highway in a small cluster of commercial buildings. The lot is wooded to the rear.

Sources of information: Interview with Bob Anderson, September 1992; County property records; newspaper clippings from the Post Memorial Art Reference Library in Joplin.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-A5-014-105

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.026

Roll/frame: 43/16

Historic name: Ozark Filling Station

Other name: Looboyle Refining Co. Filling Station, H.F. Wilcox Oil & Gas Co., Gooch's One-Stop Service, Finley Tire & Supply Co., Staves Super Service, Hooker Pioneer Super Service

Address: 213 W. 7th (formerly 635 Wall)

City: Joplin

County: Jasper

Vicinity:

Section:

Township: 27N

Range: 33W Quad Joplin W

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Ted & Luanna Hooker, 7th and Wall, Joplin, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Stucco 61

Other materials:

Roof shapes: Bowstring; flat OT FT PR

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: A large, imposing building with Mission style features that include: a smooth stucco wall surface, semicircular front roofline with coping, curvilinear parapet walls on side elevations, flat-roofed side bays, arcaded window openings, and capped corner towers. Windows on both side elevations have been replaced, and the openings reduced for smaller, multi-lite metal windows. On the front facade, tinted plate glass has been installed in the former garage door opening on the east end which once entered the "auto laundry." Original windows in the central bay -- located high in the arched wall -- have been enclosed. Instead, a curtain of tinted glass forms a uniform line across the entire western end of the garage, the rhythm of space and solid now undifferentiated. As part of the renovation, some sculptural details on the front facade have also been removed so as to create a perfectly smooth wall surface. Some of those subtle textural effects -- raised and recessed panels and arches -- have been retained on the side elevations. A large flat-roofed metal canopy stands in the front of the lot, detached from the garage.

Site: Ozark Filling Station, Joplin

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Mission/Spanish Colonial Revival 55

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1925

Alteration date: Storefront remodel, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: This business is first listed in 1926 city directories as the Ozark Filling Station, with P.J. Kroll president and manager. From 1927-30 it was known as the Looboyle Refining Company Filling Station and, in the early 30's, H.F. Wilcox Oil & Gas Company. A photograph from that time shows this as a two-building complex, with a small station in front of the existing garage. In keeping with the style of the garage, the filling station was a two-room stucco building, with a low-pitched roof and an unusually deep canopy in front. The photograph refers to the business as a "one-stop station." This marks a trend in gasoline distribution and sales that had gained great momentum by the late 1920's, that in order to "gain greater commercial advantage over one another, petroleum producers diversified the products and services offered at their gas stations" (Vieyra, p. 8). By the mid-30's, the business was known as Gooch's One-Stop Service and, in the 40's, Staves Super Service. By 1955, the small building in front had been removed. In keeping with operational and business changes, it has since been replaced by a large canopy. The garage continues to operate as a repair shop and tire salesroom.

Description of environment and outbuildings: Located at the northeast corner of Wall and 7th Streets on a flat, fully paved lot. Seventh Avenue is a busy east-west thoroughfare just to the south of Joplin's downtown core. A heavily commercial area, the garage is surrounded by similar auto-related businesses.

Sources of information: County property records; Polk's city directories; Sanborn Fire Insurance maps; Daniel Vieyra, "Fill 'er Up". New York: Macmillan Publishing Co., Inc., 1979; photograph from the collection of the Post Memorial Art Reference Library in Joplin.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.027

Roll/frame: 43/10

Historic name: 1902 West Seventh Street Building

Other name: Red's Tire Supply and Wrecking Service

Address: 1902 W. 7th

City: Joplin

County: Jasper 27N

Vicinity: 33W Quad Joplin W

Section:

Township:

Range:

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Charles Reynolds c/o General Steel, 1902 W. 7th, Joplin, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Concrete block 65

Other materials: Stucco

Roof shapes: Gable CB PR

Roof materials: Metal 50

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle 2C

Further description: A simple commercial/industrial building with an open interior floorplan, covered by a broad, low-pitched gable roof sheathed with corrugated metal. The front facade is distinguished by a stepped parapet wall with corner posts and coping, and a raised brick beltcourse. The front wall surface -- constructed of concrete block with a thin stucco finish -- is flush, with a large center door opening flanked by two large display windows. Window sills are raised brick. The door opening has been altered with contemporary aluminum framing, a single glass door, and side and transom windows. Side walls are unfinished concrete block. There are several original pivot style metal windows on the rear side walls; others in the showroom area at the front of the building are single-lite plate glass. Side windows have raised cast stone sills. There is a single garage door opening at the back of the west side wall.

Site: Red's Tire Supply, Joplin

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Mission/Spanish Colonial Revival 55

Vernacular type: Single entry with display windows 64

Construction date: ca. 1935

Alteration date: 0200

Historic function: Commerce/trade 02

Historic subfunction: Unknown

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The suburban and city bypass for Route 66 merged on the west side of Joplin along what is today Seventh Avenue, an area that was not commercially developed until the time of the highway's construction. The St. Louis-San Francisco Railroad (Frisco Lines) ran parallel to the road to the immediate south, and so there were some industrial sites located nearby. This was also the principal path to Galena, another town across the Kansas border that owed its fortunes to the lead and zinc mining boom of the 1870's to 1910's. The landscape in this area was accordingly grim, with "continuous mounds of chat left by former smelting and mining operators" lining the roads (WPA Guide, p. 423). A bright spot in the area, however, was Schifferdecker Park, which marked the western edge of town. Comprised of 160 acres of rolling prairie and woodland, the park contained a zoo, an 18-hole golf course, and a clubhouse. An impressive mineral museum was also established within the park in 1930 by local mine owners and engineers. With this as a destination and popular stopping place for travellers, businesses along Seventh Avenue developed quickly, particularly those catering to motorists. Rittenhouse, for instance, specifically notes the many tourist courts located at the western approach to the city. Although the history of this particular building has not been verified, its location and style typifies that early period of development along Route 66 in this part of the city. In 1955, the building was used to store machinery for the General Steel Products Company.

Description of environment and outbuildings: Located on the south side of Seventh Avenue near the intersection with Adele Street on a flat, unpaved lot. Surrounded by low-density industry and commercial development.

Sources of information: County property records; Sanborn Fire Insurance maps; Polk's City Directories; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



RED'S

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.028

Roll/frame: 43/14

Historic name: 2311 West Seventh Street Building

Other name: Divine Motors, Sixty-Six Package Liquors, Pruett's Gifts & Liquors

Address: 2311 W. 7th

City: Joplin

County: Jasper

Vicinity:

Section:

Township: 07N

Range: 33W Quad Joplin W

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Jack & Phyllis Comeau, Rt. 2, Box 231-A, Carthage, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Concrete block 65

Other materials: Brick, glass block 30 71

Roof shapes: Flat F+PR

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: AW

Plan: Irregular IR

Further description: Originally two separate structures, this building has been enlarged so that the two parts are now linked into a single, roughly L-shaped unit. The front building mass is constructed of concrete block, with corners slightly rounded in front, and clay tile coping along the flat roofline. The wraparound storefront is defined by a continuous raised brick sill, with moulded "bumpers" at the corners and on both sides of the door opening. A single center entry is framed by a narrow wall of glass block. There are similar block walls at each of the storefront corners. Between them, on both sides of the door, are three large display windows. Two display windows wrap around on the sides of the building. Above the front display is a "stacked" metal canopy, which is flat-roofed and also has "bumpers" at the corners. Behind the front building to the east is another concrete block structure which has been linked to the main mass and sheathed in vinyl siding. Another addition on the rear side is wood framed with broad lap siding. Cloth and metal awnings are installed over all windows.

Site: Divine Motors, Joplin

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Moderne 70

Vernacular type: Single entry with display windows 67

Construction date: ca. 1930

Alteration date: Buildings linked between 1932-55, 000

Historic function: Commerce/trade 02

Historic subfunction: Unknown

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The suburban and city bypass for Route 66 merged on the west side of Joplin along what is today Seventh Avenue, an area that was not commercially developed until the time of the highway's construction. The St. Louis-San Francisco Railroad (Frisco Lines) ran parallel to the road to the immediate south, and so there were some industrial sites located nearby. This was also the principal path to Galena, another town across the Kansas border that owed its fortunes to the lead and zinc mining boom of the 1870's to 1910's. The landscape in this area was accordingly grim, with "continuous mounds of chat left by former smelting and mining operators" lining the roads (WPA Guide, p. 423). A bright spot in the area, however, was Schifferdecker Park, which marked the western edge of town. Comprised of 160 acres of rolling prairie and woodland, the park contained a zoo, an 18-hole golf course, and a clubhouse. An impressive mineral museum was also established within the park in 1930 by local mine owners and engineers. With this as a destination and popular stopping place for travellers, businesses along Seventh Avenue developed quickly, particularly those catering to motorists. Rittenhouse, for instance, specifically notes the many tourist courts located at the western approach to the city. This building first appears on Sanborn maps in 1932 as two separate structures. Its original function is unclear, however, since city directories do not refer to the site until 1949 when it is Sixty-Six Package Liquors, managed by Sherman Pruett. In 1956, Pruett's Gifts & Liquors is listed at the address. Like many of the businesses in the area today, the building now operates as a used car lot and showroom.

Description of environment and outbuildings: Located at the northeast corner of Seventh and Winfield, the lot is entirely paved and bounded to the rear by mature deciduous trees.

Sources of information: County property records; Sanborn Fire Insurance maps; Polk's City Directories; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

DIVINE MOTORS

624-9130

2311 W. 7th

WE FINANCE



SW-AS-014-108

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.029

Roll/frame: 43/12

Historic name: Dixie Lee's Dine & Dance Bar

Other name: Dixie Lee's

Address: 2409 W. 7th

City: Joplin

County: Jasper

Vicinity:

Section:

Township: 07N

Range: 33W Quad Joplin W

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Lee, Lorene & Mike McKee, Rt. 10, Box 162, Joplin, MO

Resource type: Building

Stories: 1.2 - 1

Structural system: Concrete block CB

Exterior wall materials: Permastone 99

Other materials:

Roof shapes: Flat; gable F+GB

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Irregular IR

Further description: A large, rambling restaurant and bar, this building was originally constructed over 60 years ago as a simple, single-story concrete block structure. Over the years, it has been considerably altered with several large additions. The building has been entirely re-sided with permastone, so it is difficult to distinguish one building part from another. Today, the front facade is one story tall, with a flat roof and a projecting gabled entrance in the center. Glass blocks are installed in projecting entrance walls, and there is clay tile coping along the front and side walls. Attached at the west end is a gabled structure. On the back side of the building is a two-story concrete block addition with flat roof, as well as a single-story addition on the northeast corner. Windows on the front facade are single-pane fixed glass units. There is a semicircular fiberglass canopy over the sidewalk to the curb at the front entrance. A two-sided neon sign stands upright on the peak of the gabled entrance, visible to motorists from both directions, and reads "Lee's Dine & Dance Bar" with a pulsating arrow pointing to the front door. A smaller neon sign mounted on the front roofline reads "Package Liquors."

Site: Dixie Lee's, Joplin

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: Side (east) addition between 1932-55; two-story rear addition, after 1955, 000

Historic function: Commerce/trade 02

Historic subfunction: Restaurant 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The suburban and city bypass for Route 66 merged on the west side of Joplin along what is today Seventh Avenue, an area that was not commercially developed until the time of the highway's construction. The St. Louis-San Francisco Railroad (Frisco Lines) ran parallel to the road to the immediate south, and so there were some industrial sites located nearby. This was also the principal path to Galena, another town across the Kansas border that owed its fortunes to the lead and zinc mining boom of the 1870's to 1910's. The landscape in this area was accordingly grim, with "continuous mounds of chat left by former smelting and mining operators" lining the roads (WPA Guide, p. 423). A bright spot in the area, however, was Schifferdecker Park, which marked the western edge of town (see postcard view). Comprised of 160 acres of rolling prairie and woodland, the park contained a zoo, an 18-hole golf course, and a clubhouse. An impressive mineral museum was also established within the park in 1930 by local mine owners and engineers. With this as a destination and popular stopping place for travellers, businesses along Seventh Avenue developed quickly, particularly those catering to motorists. Rittenhouse, for instance, specifically notes the many tourist courts located at the western approach to the city. One of them, a large 34-unit tourist camp, is shown in a 1932 Sanborn map as directly adjacent to this building, at that time a simple rectangular concrete block restaurant. A filling station was between the two, on the lot due east of the restaurant. By 1955, the filling station had been replaced and the restaurant expanded on its site; cabins were still standing. Today, only one small stone building still stands on the site, now serving as an office for a used car lot. The restaurant has become a prominent local landmark, its neon sign a reminder of its earlier highway associations.

Description of environment and outbuildings: Located on the north side of Seventh Avenue in a low-density commercial area devoted to car-related services.

Sources of information: County property records; Sanborn Fire Insurance maps; Polk's City Directories; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: January 1993



LEE'S

DINE & DANCE

BAR

AMERICAN
COMPANY



SW-AS-014-109

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.025

Roll/frame: 43/7

Historic name: Broadway Poultry Company

Other name: Betty Lee's Antiques, Harper's Barbeque

Address: 601 E. Broadway

City: Joplin

County: Jasper

Vicinity:

Section: 2

Township: 27N

Range: 33W Quad Joplin E

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Robert & Maxine Newdigger, P.O. Box 32, Joplin, MO

Resource type: Building

Stories: 1

Structural system: Undetermined LD

Exterior wall materials: Stone, stucco 40 61

Other materials: Wood 20

Roof shapes: Hipped HP

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: Although considerably altered, elements of this small structure suggest that it was originally designed for commercial purposes. In the back part of the building, walls are constructed of stone, with 1/1 double-hung windows installed on the north and east elevations (back and side). Raised sills and wood framing enclose the windows. All stone walls have been painted. In front, a previously open canopy has been enclosed with wood framing. Two massive battered piers support the front corners of the roof. On the front facade is a single off-center door and large, fixed display window. On the east side is a 3/1 double-hung window. Front exterior walls are wood sheathed and stuccoed. Lightbulbs are suspended from the roof soffits on three sides of the building. A small wood frame wing with shed roof has been added at the rear east side of the building and sheathed with vertical wood planks. A 9-lite fixed window is on the south side of this addition.

Site: Broadway Poultry Company, Joplin

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/Bungalow

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1935

Alteration date: Front canopy enclosed, date unknown 0000

Historic function: Unknown

Historic subfunction: Unknown

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to county property records, this building was constructed in 1925. Because the property is outside the limits of downtown Joplin, however, it does not appear on Sanborn maps until 1936 or in city directories until 1949. In 1936, this is shown on Sanborn maps as a stone building with open porch/canopy in front. The first business listed there in 1949 is the Broadway Poultry Company. By 1955, the front canopy has been enclosed and, one year later, Harper's Barbecue is listed at the address. Despite the lack of information on this humble building, it is apparent by observation that it does indeed fall within the highway's period of significance and that it has served a commercial function.

Description of environment and outbuildings: Located at the northeast corner of Galena and Broadway, the original business thoroughfare in Joplin. This is a primarily residential neighborhood on the east side of town which once housed the miners and other working class citizens of Joplin. Accordingly, most houses in this area appear to predate this building. There is a gravel parking lot on the east side of the building.

Sources of information: County property records; Polk's City Directories; Sanborn Fire Insurance maps.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ANTIQUES

BUY & SELL

ANTIQUES

BUY & SELL

OPEN

SW-AS-014-110

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.024

Roll/frame: 43/4

Historic name: Dewey Hinds Filling Station and Auto Repair

Other name: Tydol Service Station, Ziler's Service Station, Brewer's Used Cars & Body Shop

Address: 1525 E. Broadway

City: Joplin

County: Jasper

Vicinity:

Section: 2

Township: 27N

Range: 33W Quad Joplin E

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Viva Brewer, 408 S. Turk Ave., Joplin, MO

Resource type: Building

Stories: 1 - 1

Structural system: Load bearing brick, concrete block LB CB

Exterior wall materials: Brick, stucco 30 61

Other materials: Concrete block 65

Roof shapes: Hipped, gable, flat HP CB

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Canopy PC

Plan: Irregular IR

Further description: The filling station sits prominently at a busy intersection. An angled wing, which sits roughly parallel to St. Louis Street on the east side, contains a three-bay garage/repair shop. A flat-roofed 13 x 40 foot "paint room," constructed of concrete block, extends off the west side of the filling station. The filling station bay has a single centered entry; a transom over the door has been enclosed. Flanking the door are two large display windows, one of which is boarded over. The canopy has a 3 foot overhang, under which there are remnants of wiring for suspended lighting around the perimeter. There is a band of raised brick at cornice level, and a staggered pattern of raised brick at the corners and around door openings. The canopy is supported by two square brick posts on low piers, with similar banding along the top of the posts. The two-bay garage wing has the same surface treatment, with raised brick detailing. In the middle of this wing on the street-facing side is a large door opening with overhead door; a second door, to the right of it, has been enclosed and stuccoed. To the left is a 12-lite fixed metal window. Rafters are exposed on this wing. Rooflines are staggered between these two sections.

Site: Dewey Hinds Filling Station, Joplin

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: 1927

Alteration date: Paint room addition, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 14D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Dewey Hinds' Filling Station was first listed at this address in the 1928 Joplin City Directory, offering gasoline and oil service. One year later, the Ozark Oil Company is listed at the same address, indicating that Hinds may have been a distributor of that company's products; subsequent listings, however, make no further mention of Ozark Oil. Auto repair services were added by Hinds in 1932 but, by 1938, the Tydol Service Station had replaced him, with Estel C. Ziler manager. For the next 20 years, Ziler operated the business here under a variety of names. Now in very poor condition, the building is marginally used for an auto repair shop. Unusually large for its time, the garage is shrewdly sited on the "suburban route" through Joplin -- at the corner where 66 took a sharp turn out of town. This intersection was also the site of the Cottage Inn, a 20-unit tourist camp which was one of the largest in the Joplin area. All evidence of that operation is now gone.

Description of environment and outbuildings: The buildings sits diagonally on a flat corner lot on the northwest corner of Langston Hughes Blvd. (Broadway) and St. Louis Streets. The lots on two facing corners are now open fields.

Sources of information: County property records; Polk's City Directories; ConSurvey Directory (1938); Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



BODY SHOP

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.022 **Roll/frame:** 42/24

Historic name: Royal Heights Apartments

Other name: Trading Post Apartments, Joplin Little Theatre

Address: 2201-05 North Florida AVE

City: Joplin

County: Jasper

Vicinity:

Section: 36

Township: 28 N

Range: 33W Quad Joplin E

Quarter sections:

Acreage:

Ownership: Private

Owner's name/address: Larry & Carolyn Thomas, Rt. 1, Box 171-D, Webb City, MO

Resource type: Building

Stories: 2

Structural system: Concrete block CB

Exterior wall materials: Brick 30 65

Other materials:

Roof shapes: Bowstring; flat OT FT PE

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Wraparound WA

Plan: Rectangle RC

Further description: Apparently designed for both commercial and residential use, this two-story concrete block building has a brick-faced front facade. The front wall surface is divided into two unequal parts by means of three raised, capped posts, located at the two corners and in the center of the building. The center post separates a group of four double-hung wood windows on the second story from two more clusters of four windows, which effectively divide the front mass into three parts. A bowstring roof covers the southern end of the building, which was used for several years as a theatre. The other part of the building is flat-roofed. There are currently three separate storefronts along the front facade, all of them wood framed with recessed entries and large display windows. A deep porch extends the full width of the building and wraps around the south corner, where there is a side entrance. Further back on that south elevation is another door. The shed-roofed porch -- rounded at the corner -- is supported by square brick posts on capped piers, all of which rest on a concrete pad.

Site: Royal Heights Apartments, Joplin

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Multiple entry with display windows 67

Construction date: ca. 1930

Alteration date: Some storefront remodelling, date unknown 0000

Historic function: Commerce/trade; domestic; recreation/culture

Historic subfunction: Specialty store; multiple dwelling; theater 02E 01B

Area of significance/context: Transportation; community planning and development 290 070

Significant person(s):

Significant event date:

History and significance: This two-part commercial block is located in the Royal Heights Addition, a small suburban subdivision in the easternmost fringes of Joplin which typifies the development that occurred in the teens and twenties as a result of transportation improvements. Known as Royal Heights Apartments until 1940, the building was home to Joplin's Little Theater until about 1949. Since then, the upstairs units have been known as the Trading Post Apartments, and a variety of smaller commercial enterprises have been located in the ground floor space, including an ice cream shop, barbershop, and laundromat. The R.H. Furniture and Upholstery Company was perhaps the longest-term tenant, occupying the site from at least 1951 to 1967. The eight upstairs apartments have been remodelled by the current owners into fewer, larger units and are now fully occupied. The downstairs commercial space is used by their construction company, as well as an antique and furniture stripping business.

Description of environment and outbuildings: Located at the northeast corner of Utica and North Florida Streets, on a slightly sloped lot in a primarily residential neighborhood. Two other buildings at the intersection appear to have once been used commercially, but have since been either vacated or remodelled for residential use. Setback along Florida Street allows for immediate head-in parking in the gravel lot in front. There is also a gravel parking lot on the south side of the building.

Sources of information: County property records; telephone interview with Suzanne Thomas; Polk's city directories.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.023

Roll/frame: 43/1

Historic name: Shamrock Inn Filling Station

Other name: Dale's Ole "66" Barber Shop

Address: 2312 Utica

City: Joplin

County: Jasper

Vicinity:

Section: 36

Township: 28N

Range: 33W Quad Joplin E

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Dale & Shirley Holly, 2347 Utica, Joplin, MO

Resource type: Building

Stories: 1 - 1

Structural system: Wood frame WU

Exterior wall materials: Weatherboard 20

Other materials:

Roof shapes: Gable 6B 5D

Roof materials: Asphalt 6B

Roof features: Dormer DR

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: Originally a small gas station, this building was considerably enlarged with the construction of a deep, shed-roof addition on the rear side. The very steep-pitched roof with side-facing gable has a wall dormer centered over the front entry, which now has a metal awning over it and is flanked by two fixed single-lite windows. There are two very small windows on the side elevations. Broad wood lap siding with end boards does not appear to be original.

Site: Dale's Barber Shop, Joplin

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Colonial Revival 51

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: Rear addition, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: This small filling station is located in the Royal Heights Addition, a small suburban subdivision in the easternmost fringes of Joplin. Located on what was referred to by Rittenhouse as the "suburban route" through Joplin, the building was designed to complement the residential neighborhood which surrounded it. In response to public criticism of the fantastic "Chinese pagodas...and pseudo-Hispano-Moresque buildings [which] flout themselves at major street intersections in the United States," gasoline distributors began using more dignified, domestic styles in the late 1920's and 30's (Hamlin, p. 633). This particular filling station may have been based on a colonial prototype developed by the Texaco company around 1925, a timeless style which is still in use today. City directories from 1938 and 1942 list the Shamrock Inn Filling Station and Restaurant at 2314 Utica, under the management of John Gernandt.

Description of environment and outbuildings: Located on the south side of the Y intersection of Euclid and Utica Streets. A circular gravel drive leads directly to the front of the building. A metal pole mount still stands in the small front lawn, but the existing signage is not historic. An associated residence to the rear is shielded from the station by a row of mature deciduous trees.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Talbot Hamlin, ed., Forms and Functions of Twentieth-Century Architecture. New York: Columbia University Press, 1952; Daniel Vieyra, "Fill 'er Up". New York: Macmillan Publishing Co., Inc., 1979.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

DALE'S
OLE '66'
BARBER
SHOP



SW-AS-014-113

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.015

Roll/frame: 42/3

Historic name: Lakeside Inn

Other name:

Address: Leggett Road

City: Lakeside

County: Jasper

Vicinity: X

Section: 10

Township: 28N

Range: 32W

Quad Webb City

Quarter sections: NW 1/4

Acreage:

Ownership: Private

Owner's name/address: Francis Smith, Rt. 6, Box 58-A, Carthage, MO

Resource type: Building

Stories: 1

Structural system: Undetermined ⁴⁰

Exterior wall materials: Stone ⁴⁰

Other materials: Asphalt shingle ⁶³

Roof shapes: Clipped gable ⁶⁶

Roof materials: Metal ⁵⁰

Roof features:

Foundation materials: Concrete ⁶⁵

Porches:

Plan: Rectangle ^{RC}

Further description: A long, broad building constructed of random river rock, with an open floorplan that has accommodated a variety of uses over the years. Clipped gable ends are sheathed with fishscale asphalt shingles. A large wooden vent is centered in the gable end over a single door. Two small, fixed 9-lite windows flank the gable end door; several more are installed down the length of the building. A large garage door opening is located at the north end of the west building facade. The whole is roofed in corrugated metal.

Site: Lakeside Inn, Lakeside

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Specialty store 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: At one time, this area near the Center Creek bridge was a popular location for summertime amusements. On the west bank of the creek was Lakeside Park, an amusement park that drew visitors from all parts of southwest Missouri. Serving those visitors over the years, both on and off season, Lakeside Inn was alternately a gas station, skating rink, cafe, and roadhouse. The building is presently unoccupied. Lakeside Park is no longer in existence.

Description of environment and outbuildings: Located mid-way between Carthage and Joplin at a very isolated site, now surrounded by cultivated fields. Several non-contributine resources - a mobile home and two small sheds -- are located to the west of this building.

Sources of information: County property records; interview with Francis Smith, September 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ROAD
#2004

Sw-As-014-114

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.021

Roll/frame: 42/22

Historic name:

Other name: 902 W. Broadway Garage

Address: 902 West Broadway

City: Webb City

County: Jasper

Vicinity:

Section: 13

Township: 28N

Range: 33W Quad Webb City

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Thomas & Kathryn Sumpter, 18 S. Jefferson, Webb City, MO

Resource type: Building

Stories: 1 - 1

Structural system: Wood frame wu

Exterior wall materials: Stucco 61

Other materials:

Roof shapes: Flat 62

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Canopy 66

Plan: Rectangle 67

Further description: This building appears to have had at least one addition constructed on the south side. The original part of the building is the northernmost end, closest to the corner intersection. It has a single centered entry, and is flanked by two 4/4 double-hung windows. Framing trim around the door and window lintels is continuous. A large window opening on the north wall has been covered with wood panelling. A boxy, flat-roofed canopy extends off the front, supported by two metal poles; a concrete island provides the base for these supports. The adjoining bay has a single entry, horizontal sliding window, and small overhead garage door. The next bay -- the last one on the southern end of the building -- has yet another single door entry (with shed awning above it) and large overhead garage door. Along the full front elevation, the roofline is continuous and walls are flush.

Site: 902 W. Broadway Garage, Webb City

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1929

Alteration date: Side additions, date unknown 0000

Historic function: Commerce/trade 0216

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: Webb City was platted in 1875 on farmland cultivated in wheat and corn by John C. Webb. It was the site of the first major discovery of lead in the region, uncovered by Webb with his plow in the summer of 1873. In the 1880's, discovery of commercial uses for zinc greatly expanded the market. At its peak around 1917-18, the border counties of Missouri, Kansas and Oklahoma produced one-fourth of the world's zinc. Miners and promoters were drawn to the area and in Webb City, the population doubled almost overnight. Unlike Cartersville, however, Webb City survived the loss of industry after World War I by diversifying the local economy, turning back to agriculture, and textile and processing plants. It was noted in 1941 that "the T-shaped business district retains at least a semblance of its former activity, and only a few of the pre-World War commercial buildings are vacant. The residence sections are shady and clean; the houses are kept in repair." (WPA guide, p. 422) This building, located on the western fringe of town, was probably one of the last stops for travellers heading towards Joplin. The physical growth of the building reflects the evolution of the gasoline business over the years, insofar as the operator was compelled to expand services for the convenience of motorists. County property records give the date of construction as 1929.

Description of environment and outbuildings: Located at the southwest corner of Broadway and Jefferson streets, in a predominantly residential neighborhood.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1946; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SPEED
LIMIT
25



SW-AS-014-115

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

2 buildings

Reference No.: JP.019

Roll/frame: 42/16

Historic name:

Other name: Daugherty Street Filling Station + Daugherty Street Garage

Address: Daugherty Street and Broadway (Lots 9-12, Block 9 of the Broadway Addition)

City: Webb City

County: Jasper

Vicinity:

Section: 18

Township: 28N

Range: 32W Quad Webb City

Quarter sections: SW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Camp & Viola Bulger, 520 W. Main, Carterville, MO

Resource type: Building

Stories: 1

Structural system: Wood frame

Exterior wall materials: Weatherboard

Other materials: Metal

Roof shapes: Gable; shed

Roof materials: Asphalt

Roof features: Dormer

Foundation materials: Concrete

Porches:

Plan: Irregular

Stalin	Garage
1-1	1
WU	WU
20	20
GB SD	GB
63	63
DR	65
65	RC
12	

Further description: There are three buildings on this site, all of them of similar type and style of construction: a filling station at the front of the lot, a two-bay garage behind the station to the side, and a small shed at the rear property line. The filling station is a very small wood frame structure, with two shed-roofed additions on the rear. The building is side-gabled with a center wall dormer over the single front entry. Double-hung 1/1 windows flank the door on the front facade. Roofing is hexagonal asphalt shingles. Narrow wood lap siding sheathes the exterior walls. A shed addition on the rear of the building is also sheathed with wood lap and covered with rolled roofing. Attached to this room is another shed addition, sheathed in metal sheeting and roofed with corrugated metal. Behind the station to the southwest is a two-bay garage, also sheathed in narrow wood lap siding. Rafters are exposed beneath the low-pitched roof with slightly overhanging eaves. A very small wood frame shed with front gable and single entry is set at the far rear end of the lot. All three buildings are vacant and badly deteriorated.

Site: Daugherty Street Filling Station, Webb City

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: Rear additions on filling station, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: Webb City was platted in 1875 on farmland cultivated in wheat and corn by John C. Webb. It was the site of the first major discovery of lead in the region, uncovered by Webb with his plow in the summer of 1873. In the 1880's, discovery of commercial uses for zinc greatly expanded the market. At its peak around 1917-18, the border counties of Missouri, Kansas and Oklahoma produced one-fourth of the world's zinc. Miners and promoters were drawn to the area and in Webb City, the population doubled almost overnight. Unlike Carterville, however, Webb City survived the loss of industry after World War I by diversifying the local economy, turning back to agriculture, and textile and processing plants. It was noted in 1941 that "the T-shaped business district retains at least a semblance of its former activity, and only a few of the pre-World War commercial buildings are vacant. The residence sections are shady and clean; the houses are kept in repair." (WPA guide, p. 422) Passing from Carterville to Webb City through continuous mounds of gray chat and abandoned mines, this filling station was the first service encountered upon entering town.

Description of environment and outbuildings: Located on a triangular lot, formed with the intersection of Broadway, Daugherty and Devon streets. Mature deciduous trees at the rear of the lot form a natural boundary.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1946; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SELF SERVICE
CAR WASH
3 Blocks North Main
2154 MAIN

SW-AS-014-114

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: JP.020

Roll/frame: 42/20

Historic name: ↑

Other name: Webb Street Filling Station

Address: Webb Street

City: Webb City

County: Jasper

Vicinity:

Section: 18

Township: 28N

Range: 32W Quad Webb City

Quarter sections: SE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: James & Treva Dawson, 700 Colonial Dr., Webb City, MO

Resource type: Building

Stories: 1

Structural system: Load bearing brick LB

Exterior wall materials: Brick 30

Other materials:

Roof shapes: Hipped HP

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Full canopy PC

Plan: Rectangle RC

Further description: An intact filling station, the one-room office/sales area and full canopy are covered under a single hipped roof. The building has a single off-center entry, with a fixed multi-pane transom above the door; next to it, a fixed display window has matching panes above. All side elevations have paired wood 1/1 double-hung windows. A continuous band of raised brick runs around all four sides of the building immediately below the window sills, which are cast stone. The canopy is supported by two brick piers, with raised brick detailing matching that on the main building. The canopy ceiling is covered with tongue-and-groove panelling, which has also been used to box in the overhanging eaves. Lightbulbs are suspended from the eaves and ceiling around the perimeter of the building. The brick is painted.

Site: Webb Street Filling Station, Webb City

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1926

Alteration date:

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation; Architecture 030 290

Significant person(s):

Significant event date:

History and significance: Webb City was platted in 1875 on farmland cultivated in wheat and corn by John C. Webb. It was the site of the first major discovery of lead in the region, uncovered by Webb with his plow in the summer of 1873. In the 1880's, discovery of commercial uses for zinc greatly expanded the market. At its peak around 1917-18, the border counties of Missouri, Kansas and Oklahoma produced one-fourth of the world's zinc. Miners and promoters were drawn to the area and in Webb City, the population doubled almost overnight. Unlike Cartersville, however, Webb City survived the loss of industry after World War I by diversifying the local economy, turning back to agriculture, and textile and processing plants. It was noted in 1941 that "the T-shaped business district retains at least a semblance of its former activity, and only a few of the pre-World War commercial buildings are vacant. The residence sections are shady and clean; the houses are kept in repair." (WPA guide, p. 422) This small building exemplifies that standard of tidiness, as well as the community's focus on new industry in the early 1920's. An outstanding example of the early single-service station, the building has been scrupulously maintained as constructed. It was occupied briefly by a Chinese food take-out service, but it is now vacant. [Note: Building was demolished in November of 1992 for parking.]

Description of environment and outbuildings: Following a circuitous route through the downtown, U.S. Highway 66 passed by this building at the intersection of Broadway, Church, and Webb Streets. Located on a prominent lot in a parklike setting only one block west of the commercial core. The front part of the lot is paved. There are some vestiges of a concrete foundation and lifts to the side of the building, possible remnants of a service garage.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1946; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993







HIDDEN VALLEY
· GIFTS ·

LIQUOR-BEER



PRIVATE
PROPERTY







Old Style
5% BEER

LIQUOR

LIQUORS
BEER

LIQUORS
life
BEER
SODA

ORCHARD HILLS STORE

Coca-Cola
PACKAGE
LIQUORS

TOBACCO
WINE

BUSCH
WINE

ICE

THE ICE
FACTORY
DEPT. 1000
175

LIQUOR

Marlboro
175









GIFT SHOP
AMERICAN INDIAN
TURQUOISE JEWELRY

FREE CONTINENTAL
BREAKFAST

WELCOME
ROUTE 15 AND 100

OFFICE





MARKET



WRINK'S FOOD-MARKET



JEWELRY
ICE CREAM

Foremost
ICE CREAM



CANDY
MAIN ST. AMERICA

















ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.019 **Roll/frame:** 36/6

Historic name: State Route 96 Servicing Station

Other name: Adamson Oil Company

Address: ^{SR} Hwy. 96

City: Albatross

County: Lawrence

Vicinity: X

Section: 31

Township: 29N

Range: 26W Quad Miller

Quarter sections: NW 1/4

Acres:

Ownership: Private

Owner's name/address: Mark & Kimberly Cobb, Rt. 1, Box 265, Miller, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Concrete block 65

Other materials:

Roof shapes: Shed SD

Roof materials: Asphalt (rolled composition) 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: A very simple filling station made of concrete block, with raised trim at window sills and front cornice line. Side walls are stepped down. On the front facade, a single centered door -- 3 panel with glass lites -- is flanked by 4-lite fixed windows. A secondary entrance is located on the rear east wall.

Site: Adamson Oil Company, Albatross

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1950

Alteration date:

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to local historians, the community of Albatross "owes its life to Route 66" (Seneker, p. 215). This small crossroads community began in 1927 as a cluster of three buildings -- a bus depot, filling station and lunchroom -- and grew into a thriving town as a result of the traffic generated by the highway. Well into the 50's, in fact, the traffic was steady enough to support six gas stations in the one-mile stretch of road west of Albatross, including this one. This station is typical of the smaller operations along the route. Last known as Adamson Oil Company, the building is now vacant.

Description of environment and outbuildings: Located on the south side of Hwy. 96 at the western intersection with County RR. Traces of a 4-pump island are still evident in front of the station. A non-contributing residence is set further back on the lot, with associated agricultural outbuildings.

Sources of information: Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence Co. Historical Society, 1992; Lawrence Co. property records; observation; Lawrence County, MO: A Brief History. Lawrence Co. Historical Society, 1970.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



86-AS-014-136

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.020 **Roll/frame:** 36/14

Historic name: Hollis Hillhouse Station ^{Service}

Other name:

Address: ^{SR} Hwy.96

City: Albatross

County: Lawrence

Vicinity: X

Section: 25

Township: 29N

Range: 27W ^{Quad Miller}

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Alvie Jones, Rt. 1, Miller, MO

Resource type: Building

Stories: 1

Structural system: Concrete block ^{CB}

Exterior wall materials: Concrete block ^{CS}

Other materials:

Roof shapes: Gable ^{CB CS}

Roof materials: Asphalt (composition shingle)

Roof features:

Foundation materials: Concrete ^{CS}

Porches:

Plan: Rectangle ^{RC}

Further description: A very simple one-room filling station, this building is constructed of concrete block, and features a single centered door, side gable, negligible roof overhang, and corner metal sash corner windows. The building is now vacant and in very poor condition.

Site: Hollis Hillhouse Station, Albatross

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: International style 71

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1950

Alteration date:

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 025 160

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to local historians, the community of Albatross "owes its life to Route 66" (Seneker, p. 215). This small crossroads community began in 1927 as a cluster of three buildings -- a bus depot, filling station and lunchroom -- and grew into a thriving town as a result of the traffic generated by the highway. Well into the 50's, in fact, the traffic was steady enough to support six gas stations in the one-mile stretch of road west of Albatross, including this one. This building was owned and operated at one time by Hollis Hillhouse and is located on the site of a station that was destroyed by fire. The reconstructed station, a simple functional building, carries elements of the International style in its use of cubist form, corner windows and absence of ornament.

Description of environment and outbuildings: Located on the north side of Hwy. 96, the building is now vacant and in very poor condition. An open field is found to the west, a wooded area to the rear. Set back approximately 40 feet from the highway, with a gravel circular drive in front.

Sources of information: Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence Co. Historical Society, 1992; Lawrence Co. property records; observation; Lawrence County, MO: A Brief History. Lawrence Co. Historical Society, 1970.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.021 **Roll/frame:** 36/10

Historic name: Albatross Store

Other name: Jim Moot's Auto Body/Inspection Station

Address: ^{SP} Hwy. 96

City: Albatross

County: Lawrence

Vicinity:

Section: 36

Township: 29N

Range: 27W *Quad Miller*

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Mark & Francis Moots, Rt. 1, Box 279, Miller, MO

Resource type: Building

Stories: 1

Structural system: Load bearing stone; concrete block *LS CB*

Exterior wall materials: Stone; concrete block *40 65*

Other materials:

Roof shapes: Flat; round *FT PR OT*

Roof materials: Asphalt (rolled composition) *63*

Roof features:

Foundation materials: Concrete *65*

Porches: Side *SI*

Plan: Rectangle *RC*

Further description: The present auto body shop is in fact composed of two historic buildings. The original part on the east end is a flat-roofed stone building with triangular front parapet and large door opening, now filled in with fixed glass panels, a door, and wood half-wall. A shed-roofed canopy on the east end of the building was recently added. On the west end, the concrete block addition more than doubled the available retail space. The lines of this second building are very simple: 2 large display windows with brick sills flank a recessed front door entry, the whole covered by a hangar-style round roof. The stepped front parapet wall has been tied into the front wall of the adjoining stone building to create a flush wall surface. The stone wall surfaces are not painted.

Site: Jim Moot's Auto Body, Albatross

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: Addition, ca. 1949 0000

Historic function: Commerce/trade 02

Historic subfunction: Specialty store; department store 02F

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to local historians, the community of Albatross "owes its life to Route 66" (Seneker, p. 215). This small crossroads community began in 1927 as a cluster of three buildings -- a bus depot, filling station and lunchroom -- and grew into a thriving town as a result of the traffic generated by the highway. This grocery/general store, located a short distance east of the crossroads, was operated for many years by a Mr. Wilson, who established the business here shortly after the highway was completed through town. According to county property records, the addition was constructed ca. 1949.

Description of environment and outbuildings: Located on the south side of Hwy. 96, less than 1/2 mile east of intersection with Hwy. 39. Parking area on east side of building; circular gravel drive in front.

Sources of information: Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence Co. Historical Society, 1992; Lawrence Co. property records; observation; Lawrence County, MO: A Brief History. Lawrence Co. Historical Society, 1970.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-614-138

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.022

Roll/frame: 36/8

Historic name: State Route 96 Service Station

Other name: Miller's Station, Morgan's DX

Address: ^{SR} Hwy. 96

City: Albatross

County: Lawrence

Vicinity:

Section: 35

Township: 29N

Range: 27W Quad Miller

Quarter sections: NW 1/4

Acreage:

Ownership: Private

Owner's name/address: Warren Webb, c/o Marjorie Webb, 10207 Edelweiss Circle, Shawnee Mission, KS

Resource type: Building

Stories: 1

Structural system: Wood frame ^{WU}

Exterior wall materials: Stucco ⁶¹

Other materials:

Roof shapes: Hipped ^{HP}

Roof materials: Asphalt (composition shingle)

Roof features:

Foundation materials: Concrete ⁶⁵

Porches: Full canopy ^{PC}

Plan: Rectangle ^{RC}

Further description: A small service station with office and storage space only. Rectangular building, with stucco over wood framing, hipped roof (nearly pyramidal) with exposed rafter ends and 1/1 double-hung windows. The drive-through canopy has a flat metal roof and is supported in front by three braced wood poles.

Site: Miller's Station, Albatross

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1945

Alteration date: Canopy added, ca. 1970

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 030 290

Significant person(s):

Significant event date:

History and significance: According to local historians, the community of Albatross "owes its life to Route 66" (Seneker, p. 215). This small crossroads community began in 1927 as a cluster of three buildings -- a bus depot, filling station and lunchroom -- and grew into a thriving town as a result of the traffic generated by the highway. This gas station, a short distance east of Albatross' commercial "center", has always been used as a filling station. At one time known as Morgan's DX, the gas station was operated into the 1970's as Miller's Station. It is now vacant.

Description of environment and outbuildings: Located on a large, grassy lot on the south side of Hwy. 96. Deep frontage, with an unpaved circular drive, now overgrown.

Sources of information: Interview with Daryl Vandergrift; Lawrence County property records; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence Co. Historical Society, 1992; Lawrence Co. property records; Lawrence County, MO: A Brief History. Lawrence Co. Historical Society, 1970.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



**MILLER'S
STATION**

MILLER'S
STATION
MAY 1910

MILLER'S
STATION

ARCHITECTURAL/HISTORIC INVENTORY FURVEY FORM
Route 66 in Missouri

Reference No.: LA.011a **Roll/frame:** 35/14

Historic name: White City Motel (cabins) *cabin #1 - #10*

Other name:

Address: ^{SR} Hwy. 266

City: Halltown

County: Lawrence

Vicinity: X

Section: 27

Township: 29N

Range: 25W

Quarter sections: NW 1/4

Acreage:

Quad Halltown

Ownership: Private

Owner's name/address: Carlos & Sandra Cook, Rt. 2, Box 272, Ash Grove, MO

Resource type: Building

Stories: 1

Structural system: Concrete block *CB*

Exterior wall materials: Stucco *61*

Other materials:

Roof shapes: Hipped *HP*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete block *65*

Porches:

Plan: Rectangle *RC*

Further description: Ten cabins encircle the rear side of a residence/office at the front of the lot (see LA.011b). Each is a single-unit cottage, and all but two have attached garages. The cabins are constructed of concrete block with a thin stucco finish, and have a broadly hipped roof (nearly pyramidal), 2/2 double-hung windows, and raised window sill. The two cabins without garages are located at the back side of the circle. They are the same size as the other units but have more interior floor space. Both have single centered doors flanked by windows, and an exterior chimney on one side. The buildings are not currently in use, and are in poor condition.

Site: White City Motel, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: None listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1950

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Local historians refer to this as the White City Motel. It is not listed in Rittenhouse's 1946 guide book. That fact, and the discrepancy in building materials, would suggest that the cabins were constructed some time after the associated Craftsman-style residence at the front of the lot.

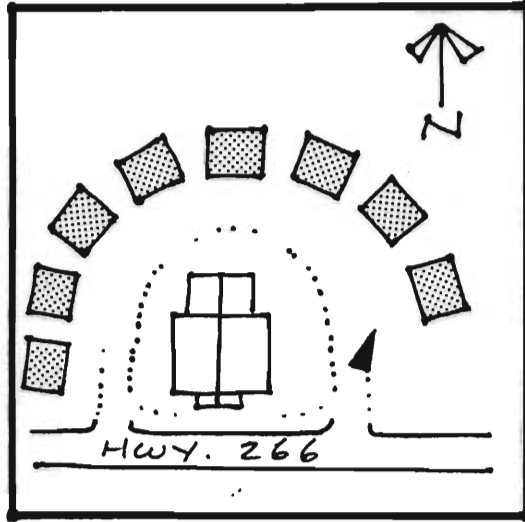
Description of environment and outbuildings: A rural location, midway between Halltown and Paris Springs Junction on the north side of Hwy. 266. A circular drive passes around the house in front of the cabins. Cabins are shaded by several mature deciduous trees.

Sources of information: Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; county property records; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence County Historical Society, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-140

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.011b **Roll/frame:** 35/12

Historic name: White City Motel (residence/office)

Other name:

Address: ^{SR} Hwy. 266

City: Halltown

County: Lawrence

Vicinity: X

Section: 27

Township: 29N

Range: 25W

Quad Halltown

Quarter sections: NW 1/4

Acreage:

Ownership: Private

Owner's name/address: Carlos & Sandra Cook, Rt. 2, Box 272, Ash Grove, MO

Resource type: Building

Stories: 1-1/2 - 1 - 1

Structural system: Wood frame ^{WU}

Exterior wall materials: Weatherboard ²¹

Other materials:

Roof shapes: Gable ^{GB GB SD}

Roof materials: Asphalt ⁶³

Roof features:

Foundation materials: Concrete ⁶⁵

Porches: Central bay ^{CB}

Plan: Irregular ^{IR}

Further description: A large Craftsman-style bungalow, this building features a broad gabled roof, exposed rafter tails and bevelled lap siding. Windows are double-hung, and are clustered on the front facade in two's (to each side of the single centered front door) or three's (in the upper level gable end). A gabled central bay porch has a solid rail, constructed of decorative concrete blocks, and is supported by four metal posts. A rear wing was added at some unknown date, using similar roof pitch and exterior sheathing.

Site: White City Motel, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/bungalow

Vernacular type: 22

Construction date: ca. 1935

Alteration date: Rear wing added, date unknown 0000

Historic function: Domestic 01 02

Historic subfunction: Hotel 01A 02A

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Local historians refer to this as the White City Motel. It is not listed in Rittenhouse's 1946 guide book. That fact, and the discrepancy in building materials, would suggest that the cabins were constructed some time after the associated Craftsman-style residence at the front of the lot. A residence of this type and style is typical of construction in the late 1920's to mid-30's. The building probably served a dual function as registration area and manager's residence.

Description of environment and outbuildings: A rural location, midway between Halltown and Paris Springs Junction on the north side of Hwy. 266. A circular drive passes around the house in front of the cabins. Cabins are shaded by several mature deciduous trees.

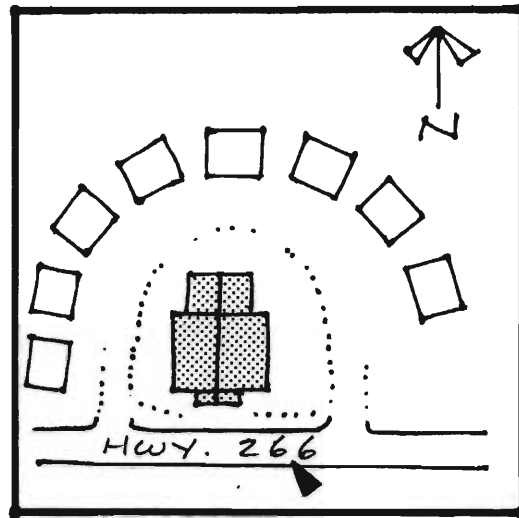
Sources of information: Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; county property records; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence County Historical Society, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Site: White City Motel, Halltown vicinity

Location map:





SW-AS-014-141

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.007

Roll/frame: 38/30

Historic name: Main Street Building

Other name: Main Street Commercial Building

Address: Main Street

City: Halltown

County: Lawrence

Vicinity:

Section: 26

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Randall Hendrickson, P.O. Box 81, Halltown, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Stucco 61

Other materials:

Roof shapes: Gable 6B

Roof materials: Shingle 63

Roof features:

Foundation materials: Concrete 65

Porches: Awning RIURI AW

Plan: Rectangle RC

Further description: A curvilinear front parapet wall gives this otherwise simple gabled building a Spanish flavor typical of period commercial construction, while extensive use of glass block also introduces an element of Moderne design. On the front facade are two recessed entries. Between the doors and to each side is a half-wall of glass block. There are two display windows flanking the doors. Originally corner windows, the smaller display windows have been infilled with glass block to wrap around the building corner. Windows elsewhere on the building are small 1/1 double-hung units. A shed canopy with decorative "scaloped" edging covers the entry. Exterior walls are stucco.

Site: Main Street Commercial Building, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Mission/Spanish Colonial Revival 55

Vernacular type: Multiple entry with display windows 67

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Specialty store 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The first settlers in the Halltown area arrived in the 1830's, but the community was in fact named for George Hall, who came to the region around 1870 and opened the town's first store in 1876. By the early 1920's, according to long-time resident Wilfred Hendricks, the town center consisted of three grocery stores, a drugstore, a variety store, a blacksmith shop, and garage and church. The town was particularly well placed, as Main Street was designated as Route 66 in 1927 and like many of the small towns along the route, Halltown thrived as a direct result of its location there. By 1946, there were 15 to 20 businesses in Halltown lining both sides of the road, including five gas stations, cafes, antique shops and stores. Although many of the buildings along the road in Halltown predate Route 66, most of them saw their highest and best use during the highway's heyday, when Halltown was known as "Little Chicago" and "The Antique Capitol of the U.S." Judging by the style and type of construction, this small commercial building was probably constructed in the 1920's or 30's as a cafe or restaurant. It now serves as a residence.

Description of environment and outbuildings: Located on the south side of Main Street (Hwy. 266) in the center of Halltown's commercial district. A large deciduous tree stands directly in front of the building. A narrow grassy lawn in front and narrow shoulder allow parallel parking only in front of building. Surrounded by a grassy yard which might, at one time, have served as parking area for the business. Chain link fencing encloses the lot. To the east is the old Las Vegas Restaurant/Hotel, constructed in a similar style.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County, Missouri. Lawrence County Historical Society, 1992; Thelma M. White, ed., "Personalities of Route 66," (unpublished compilation of oral histories). Halltown, MO: Whitehall Mercantile, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-142

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.008 **Roll/frame:** 35/1

Historic name: Main Street Service Station

Other name: Stone's Corner

Address: Main Street

City: Halltown

County: Lawrence

Vicinity:

Section: 26

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Kay Hankins, Rt. 2, Box 241, Ash Grove, MO

Resource type: Building

Stories: 1

Structural system: Load bearing brick LB

Exterior wall materials: Brick 30

Other materials: 20

Roof shapes: Shed SD

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Front canopy PC

Plan: Rectangle RL

Further description: This is a small, rectangular building with unadorned wood cornice and sloped side walls. The facade wall is brick; side walls are pressed block. A front gabled canopy, a later addition, is supported in the center with a single brick pier. The storefront originally had a single centered door with transom lite, and was flanked by two large display windows, both of them with divided transoms above. At some time, a door was installed within the window opening on the east side of the front elevation; the transoms above both windows remain intact.

Site: Stone's Corner, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: 1927

Alteration date: Canopy added, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 030 290

Significant person(s):

Significant event date:

History and significance: The first settlers in the Halltown area arrived in the 1830's, but the community was in fact named for George Hall, who came to the region around 1870 and opened the town's first store in 1876. By the early 1920's, according to long-time resident Wilfred Hendricks, the town center consisted of three grocery stores, a drugstore, a variety store, a blacksmith shop, and garage and church. The town was particularly well placed, as Main Street was designated as Route 66 in 1927 and like many of the small towns along the route, Halltown thrived as a direct result of its location there. By 1946, there were 15 to 20 businesses in Halltown lining both sides of the road, including five gas stations, cafes, antique shops and stores. Although many of the buildings along the road in Halltown predate Route 66, most of them saw their highest and best use during the highway's heyday, when Halltown was known as "Little Chicago" and "The Antique Capitol of the U.S." This small filling station, once owned by Ted and Marjorie Stone, was constructed in 1927 (according to county property records), directly in response to the highway's planned presence. More recently it has been used as a real estate office and storage space. It is now vacant.

Description of environment and outbuildings: Located at the northeast corner of Elm Street and Main (Hwy. 266) on a small, flat lot. The broadly overhanging front canopy allows for dual-sided service. A non-contributing metal shed and mobile home are located immediately to the east side of the filling station.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County, Missouri. Lawrence County Historical Society, 1992; Thelma M. White, ed., "Personalities of Route 66," (unpublished compilation of oral histories). Halltown, MO: Whitehall Mercantile, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.006

Roll/frame: 38/3, 38/5

Historic name: Las Vegas Hotel and Restaurant

Other name:

Address: Main Street

City: Halltown

County: Lawrence

Vicinity:

Section: 26

Township: 29N

Range: 25W *Quad Halltown*

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Kay Hankins, Rt. 2, Box 241, Ash Grove, MO

Resource type: Building

Stories: 2

Structural system: Undetermined *UD*Exterior wall materials: Stucco *61*Other materials: Wood *20*Roof shapes: Complex *CM*Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*Porches: Balcony *BA*Plan: Irregular *IR*

Further description: A front parapet wall -- half-rounded with merlons at the center and corners of the arch -- gives this gabled building a Mission flavor. The restaurant originally located on the ground floor has been converted to apartments, so the storefront has been considerably altered. On ground level, the original front center entry and windows have been relocated, the large corner display windows replaced with smaller jalousie windows, and vertical wood panelling applied over the entire ground-floor facade. On the second floor, a balcony and stair with non-historic metal railing overlooks Main Street, providing access to the upstairs front apartment. On the second floor front facade, original corner windows have also been replaced with jalousie units and wood panelling installed as infill. Elsewhere on the building, windows are 6/6 or 1/1 double-hung, with raised wood sills and framing. A 1-1/2 story addition at the rear sits at right angles to the main building mass. To the side (west) of the old hotel is a small stucco building that was once used as a barbershop. It also has a single center entry with flanking single-pane sidelights and display windows. A gabled front porch with wrought iron supports at the front corners and exposed rafters projects over a small concrete stoop.

Site: Las Vegas Hotel and Restaurant, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Mission/Spanish Colonial Revival 55

Vernacular type: Single entry with display windows 69

Construction date: ca. 1930

Alteration date: Rear addition, date unknown 0000

Historic function: Commerce/trade; domestic 02 01

Historic subfunction: Restaurant; hotel 026 01D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

1 out building

History and significance: The first settlers in the Halltown area arrived in the 1830's, but the community was in fact named for George Hall, who came to the region around 1870 and opened the town's first store in 1876. By the early 1920's, according to long-time resident Wilfred Hendricks, the town center consisted of three grocery stores, a drugstore, a variety store, a blacksmith shop, and garage and church. The town was particularly well placed, as Main Street was designated as Route 66 in 1927 and like many of the small towns along the route, Halltown thrived as a direct result of its location there. By 1946, there were 15 to 20 businesses in Halltown lining both sides of the road, including five gas stations, cafes, antique shops and stores. Although many of the buildings along the road in Halltown predate Route 66, most of them saw their highest and best use during the highway's heyday, when Halltown was known as "Little Chicago" and "The Antique Capitol of the U.S." This restaurant/hotel was designed specifically to capture the roadside business generated by Route 66. It has since been wholly converted to apartments.

Description of environment and outbuildings: Located on the south side of Main Street (Hwy. 266) in the center of Halltown's commercial district. A parking area for residents is to the immediate west side of the building, residential lots to the east.

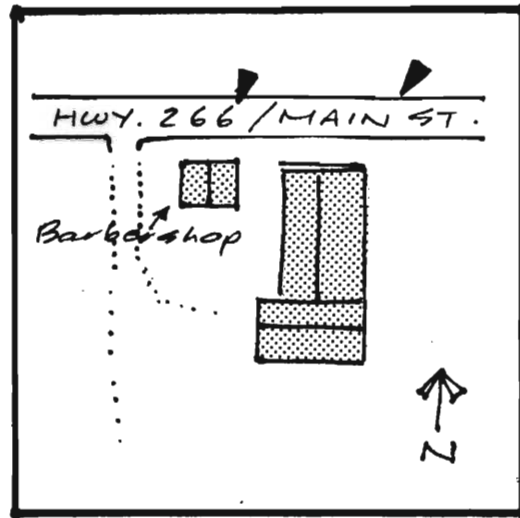
Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County, Missouri. Lawrence County Historical Society, 1992; Thelma M. White, ed., "Personalities of Route 66," (unpublished compilation of oral histories). Halltown, MO: Whitehall Mercantile, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Site: Las Vegas Hotel and Restaurant, Halltown

Location map:







SW - AS - 014 - 144

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.002

Roll/frame: 38/34

Historic name: IOOF Lodge

Other name: Whitehall Mercantile

Address: Main Street

City: Halltown

County: Lawrence

Vicinity:

Section: 26

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Randall Hendrickson, P.O. Box 81, Halltown, MO

Resource type: Building

Stories: 2 - 1

Structural system: Wood frame WU

Exterior wall materials: Weatherboard; shingle 21

Other materials:

Roof shapes: Gable; shed GB PR SD?

Roof materials: Asphalt; metal 63 50

Roof features:

Foundation materials: Stone; concrete 40 65

Porches: Awning R1 AW

Plan: Irregular IR

Further description: A magnificent example of a late Victorian commercial type, this building stands two stories tall, with narrow lap siding on the second floor front facade and shingle sheathing at ground floor level. The building rests on a massive limestone block foundation that, judging by its distinctive red color, may have been quarried locally. The building has a single recessed entry, with tall display windows to either side. The storefront, with post and beam framing, panel kickplates, simple cornice and transom windows, is intact. Two single-story additions to the rear and east side of the building reflect how the business changed and grew over time. To the east, resting on a concrete wall foundation, an old shed add-on has a falsefront wall with lap siding which faces the street. In back, a newer addition connects the original building and side shed. Built of concrete block, the rear addition has a hipped roof. A narrow building with steep pitched roof behind a tall falsefront wall. "IOOF" has been applied to the top of the front wall in raised letters. Second-floor windows are original 1/1 double-hung, with elegant raised hood molding above.

Site: IOOF Lodge, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: False Front; single entry with display windows 61

Construction date: 1900

Alteration date: Side and rear additions, date unknown 0000

Historic function: Commerce/trade; social 02 03

Historic subfunction: Department store; meeting hall 02F 03A

Area of significance/context: Transportation; architecture 030 290

Significant person(s):

Significant event date:

History and significance: The first settlers in the Halltown area arrived in the 1830's, but the community was in fact named for George Hall, who came to the region around 1870 and opened the town's first store in 1876. By the early 1920's, according to long-time resident Wilfred Hendricks, the town center consisted of three grocery stores, a drugstore, a variety store, a blacksmith shop, and garage and church. The town was particularly well placed, as Main Street was designated as Route 66 in 1927 and like many of the small towns along the route, Halltown thrived as a direct result of its location there. By 1946, there were 15 to 20 businesses in Halltown lining both sides of the road, including five gas stations, cafes, antique shops and stores. Although many of the buildings along the road in Halltown predate Route 66, most of them saw their highest and best use during the highway's heyday, when Halltown was known as "Little Chicago" and "The Antique Capitol of the U.S." According to its current owner, the building was constructed in 1900 as a grocery store. The upstairs space was used for many years for fraternal and community functions. It has since seen a variety of other uses, most recently as an antique store. Architecturally and historically, the mercantile store is among the most significant commercial buildings in Halltown and may be eligible for National Register designation.

Description of environment and outbuildings: Facing south onto Main Street, the building has sufficient frontage to allow head-in parking from the street. On the same property, another non-contributing concrete block commercial building is immediately to the east, separated from the shed addition by only a few feet.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County, Missouri. Lawrence County Historical Society, 1992; Thelma M. White, ed., "Personalities of Route 66," (unpublished compilation of oral histories). Halltown, MO: Whitehall Mercantile, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



LOU

SW-AS-014-145

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.003

Roll/frame: 35/7

Historic name: Main Street Building

Other name: West Hardware, Goodman's Service Station

Address: Main St.

City: Halltown

County: Lawrence

Vicinity:

Section: 26

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Larry & Cindy Brown, Rt. 2, Box 126, Everton, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *wu*

Exterior wall materials: Stucco *61*

Other materials:

Roof shapes: Gable *CB*

Roof materials: Metal *50*

Roof features:

Foundation materials: Concrete *65*

Porches: *st*

Plan: Rectangle *RC*

Further description: A single-bay garage and service station, this building has a broad, low-pitched roof, behind a brick falsefront wall with stucco finish and decorative metal coping. An overhead garage door is located at the east end of the front elevation, an entry door at the west end. Between the doors is a single window opening with two 9-lite metal sash windows set within it. A shallow metal hood, supported by triangular knee bracing, covers the garage door opening

Site: West Hardware, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: 1925

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The first settlers in the Halltown area arrived in the 1830's, but the community was in fact named for George Hall, who came to the region around 1870 and opened the town's first store in 1876. By the early 1920's, according to long-time resident Wilfred Hendricks, the town center consisted of three grocery stores, a drugstore, a variety store, a blacksmith shop, and garage and church. The town was particularly well placed, as Main Street was designated as Route 66 in 1927 and like many of the small towns along the route, Halltown thrived as a direct result of its location there. By 1946, there were 15 to 20 businesses in Halltown lining both sides of the road, including five gas stations, cafes, antique shops and stores. Although many of the buildings along the road in Halltown predate Route 66, most of them saw their highest and best use during the highway's heyday, when Halltown was known as "Little Chicago" and "The Antique Capitol of the U.S." This building, now a consignment shop, was operated for many years by Kenneth Goodman as a service station and, later, by Bert West as a lawnmower shop.

Description of environment and outbuildings: Located on the north side of Main Street (Hwy. 266) on a level lot with deep setback. The area immediately in front of the store has a blacktop finish. A gravel parking lot is immediately to the west, a small commercial building to the east.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County, Missouri. Lawrence County Historical Society, 1992; Thelma M. White, ed., "Personalities of Route 66," (unpublished compilation of oral histories). Halltown, MO: Whitehall Mercantile, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.001 **Roll/frame:** 33/2

Historic name: 130 Main Street Building

Other name: Cameron Antiques

Address: 130 Main Street

City: Halltown

County: Lawrence

Vicinity:

Section: 26

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Robert Cameron, Box 65, Halltown, MO

Resource type: Building

Stories: 2

Structural system: Concrete block CB

Exterior wall materials: Concrete block 65

Other materials: Brick, composition shingle 30 63

Roof shapes: Gable GB

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Multi-story MS

Plan: Rectangle RC

Further description: A large, two-story building constructed of concrete block, with brick detailing around doors and windows the single decorative element. A two-story porch extends the full width of the front facade; it has a shed roof, four metal pole first-floor supports, and square wood posts and rail at the second-floor level. Both the top and bottom floor door and windows are symmetrically arranged. A stepped concrete stoop leads to the single center entry (paired single-lite and panel doors), which are flanked by large display windows. A continuous brick lintel and sills tie these elements together. On the second floor, the single centry entry with flanking double-hung windows provides access to the porch. Above it, the gable end is sheathed with composition shingles. On the side elevations, there are sliding horizontal windows with brick lintels on the first floor and double-hung windows with brick sills on the second floor. A shallow eave overhang with exposed rafters.

Site: Cameron Antiques, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade; domestic 02E 011

Historic subfunction: Specialty store; multiple dwelling 02E 01B

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The first settlers in the Halltown area arrived in the 1830's, but the community was in fact named for George Hall, who came to the region around 1870 and opened the town's first store in 1876. By the early 1920's, according to long-time resident Wilfred Hendricks, the town center consisted of three grocery stores, a drugstore, a variety store, a blacksmith shop, and garage and church. The town was particularly well placed, as Main Street was designated as Route 66 in 1927 and like many of the small towns along the route, Halltown thrived as a direct result of its location there. By 1946, there were 15 to 20 businesses in Halltown lining both sides of the road, including five gas stations, cafes, antique shops and stores. Although many of the buildings along the road in Halltown predate Route 66, most of them saw their highest and best use during the highway's heyday, when Halltown was known as "Little Chicago" and "The Antique Capitol of the U.S." Cameron's is currently used as an antique store and apartment building.

Description of environment and outbuildings: Located on the north side of Main Street (Hwy. 266) at the eastern end of the commercial area. Frontage allows for head-in parking in gravel lot.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County, Missouri. Lawrence County Historical Society, 1992; Thelma M. White, ed., "Personalities of Route 66," (unpublished compilation of oral histories). Halltown, MO: Whitehall Mercantile, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-147

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.004

Roll/frame: 38/28

Historic name: West's Grocery

Other name: Halltown Post Office, Halltown Flea Market

Address: 218 Main Street

City: Halltown

County: Lawrence

Vicinity:

Section: 26

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Larry & Cindy Brown, Rt. w, Box 126, Everton, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WW*

Exterior wall materials: Brick; weatherboard *30 01*

Other materials:

Roof shapes: Gable *GB*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches: Full *AW*

Plan: Rectangle *RC*

Further description: Originally designed for two businesses, the double entry storefront has been significantly altered with the complete enclosure of the west end storefront with brick. Brick facing has also been applied to the lower wall of the east storefront, but the door and window fenestration in this area remains intact. A single recessed entry (with transom above paired doors) is flanked by sidelites and large, four-lite display windows. The exterior west wall is sheathed with board and batten siding. The east wall and falsefront wall are stuccoed. There is a raised concrete walkway across the front of the building, covered by a shed canopy which extends the full width of the building. The canopy roof is corrugated metal, and it is supported by decorative metal posts with railing. Rafters are exposed beneath the shallow eave overhang of a broad, low-pitched roof.

Site: West's Grocery, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: False front; multiple entry with display windows 61

Construction date: 1922

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Department store 02F

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The first settlers in the Halltown area arrived in the 1830's, but the community was in fact named for George Hall, who came to the region around 1870 and opened the town's first store in 1876. By the early 1920's, according to long-time resident Wilfred Hendricks, the town center consisted of three grocery stores, a drugstore, a variety store, a blacksmith shop, and garage and church. The town was particularly well placed, as Main Street was designated as Route 66 in 1927 and like many of the small towns along the route, Halltown thrived as a direct result of its location there. By 1946, there were 15 to 20 businesses in Halltown lining both sides of the road, including five gas stations, cafes, antique shops and stores. Although many of the buildings along the road in Halltown predate Route 66, most of them saw their highest and best use during the highway's heyday, when Halltown was known as "Little Chicago" and "The Antique Capitol of the U.S." Known for many years as West's Grocery, the building was owned in 1970 by Bert West and Bob Matterly. A flea market and post office now occupy the building.

Description of environment and outbuildings: On the north side of Main Street, this building stands on a slightly sloping lot. A gravel parking lot is to the east, a small wood frame beauty shop (LW.005) immediately to the west on the same lot.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County, Missouri. Lawrence County Historical Society, 1992; Thelma M. White, ed., "Personalities of Route 66," (unpublished compilation of oral histories). Halltown, MO: Whitehall Mercantile, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

PEPS
WEST
GROCERY

POST
OFFICE

FLEA MARKET
MON - SAT 10 AM - 5 PM
SUN 1 - 4 PM



HALLTOWN FLEA MARKET
MON - SAT 10 AM - 5 PM
SUN 1 - 4 PM



SW-A 5-014-148

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.005 **Roll/frame:** 35/5

Historic name: 218 Main Street Building

Other name: Cleo's Beauty Shop, Robin's Nest Family Hair Care

Address: 218 Main Street

City: Halltown

County: Lawrence

Vicinity:

Section: 26

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Larry & Cindy Brown, Rt. 2, Box 126, Everton, MO

Resource type: Building

Stories: 1

Structural system: Wood frame WU

Exterior wall materials: Weatherboard 21

Other materials:

Roof shapes: Gable GB PR

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Awning AW

Plan: Rectangle RC

Further description: A small frame building with narrow wood lap siding, exposed rafter tails, and full awning supported by thin metal rods. A falsefront wall is also wood-sheathed. The simple single-entry storefront is intact, with the center doorway flanked by two display windows with four divided lites above a large single pane of glass.

Site: Cleo's Beauty Shop, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Bungalow/Craftsman 65

Vernacular type: Falsefront; single entry 61

Construction date: 1933

Alteration date: 0000

Historic function: Commerce/trade 021

Historic subfunction: 02E

Area of significance/context: Transportation 030 290

Significant person(s):

Significant event date:

History and significance: The first settlers in the Halltown area arrived in the 1830's, but the community was in fact named for George Hall, who came to the region around 1870 and opened the town's first store in 1876. By the early 1920's, according to long-time resident Wilfred Hendricks, the town center consisted of three grocery stores, a drugstore, a variety store, a blacksmith shop, and garage and church. The town was particularly well placed, as Main Street was designated as Route 66 in 1927 and like many of the small towns along the route, Halltown thrived as a direct result of its location there. By 1946, there were 15 to 20 businesses in Halltown lining both sides of the road, including five gas stations, cafes, antique shops and stores. Although many of the buildings along the road in Halltown predate Route 66, most of them saw their highest and best use during the highway's heyday, when Halltown was known as "Little Chicago" and "The Antique Capitol of the U.S." This small commercial building was constructed in 1933, according to county property records, and probably served as a cafe in its early days. Since the 1970's, it has been used as a beauty shop, Cleo Goodman an owner/operator at one time.

Description of environment and outbuildings: Located on the north side of Main Street (Hwy. 266) in the center of Halltown. West's Grocery Store (LA.004) is immediately to the east. An alley and open, grassy lot is adjacent to the west. A four-foot concrete pad runs across the front of the business.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County, Missouri. Lawrence County Historical Society, 1992; Thelma M. White, ed., "Personalities of Route 66," (unpublished compilation of oral histories). Halltown, MO: Whitehall Mercantile, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



Robin's Nest
FAMILY
HAIR CARE
748-2344

748-2344

SW-AS-014-149

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.009 **Roll/frame:** 38/21

Historic name: 1904 Main Street Building

Other name: 1904 Main Street Building

Address: 1904 Main St.

City: Halltown

County: Lawrence

Vicinity:

Section: 26

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Mary Lou Stone, 1904 Main Street, Halltown, MO

Resource type: Building

Stories: 2

Structural system: Undetermined UD

Exterior wall materials: Stone 4B

Other materials: 4B

Roof shapes: Shed SD

Roof materials: Asphalt 6B

Roof features:

Foundation materials: Concrete 6B

Porches:

Plan: Rectangle 2C

Further description: A large, two-story building measuring 50 x 60 feet, built of massive, rock-faced limestone blocks of varying sizes. All door and window openings are rounded, with segmental stone arches above. Fenestration pattern is very symmetrical: at ground level there is a single off-center entry and window flanking two larger door openings at the center of the building. One of those is a solid overhead garage door; the other is a glass door with side and transom lites. Five rounded wood casement windows are aligned directly above on the second floor. Constructed approximately one year after the adjoining business (see LA.010), a party wall is shared by the two. The doors and window openings on ground level have been altered or infilled.

Site: 1904 Main Street Building, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1907

Alteration date: 0000

Historic function: Commerce/trade; recreation/culture 02 08

Historic subfunction: Specialty store and warehouse; theater 02E 02H 08A

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The first settlers in the Halltown area arrived in the 1830's, but the community was in fact named for George Hall, who came to the region around 1870 and opened the town's first store in 1876. By the early 1920's, according to long-time resident Wilfred Hendricks, the town center consisted of three grocery stores, a drugstore, a variety store, a blacksmith shop, a garage and church. The town was particularly well placed, as Main Street was designated as Route 66 in 1927 and like many of the small towns along the route, thrived as a direct result of its location there. By 1946, there were 15 to 20 businesses in Halltown lining both sides of the road, including five gas stations, cafes, antique shops and stores. Although many of the buildings along the road in Halltown predate Route 66, most of them saw their highest and best use during the highway's heyday, when Halltown was known as "Little Chicago" and "The Antique Capitol of the U.S." According to the current owner, this building was constructed around 1907 and used for a variety of commercial purposes over the years, including a movie theater. It is now used for storage.

Description of environment and outbuildings: Located on the north side of Main Street at the westernmost end of Halltown's commercial district. Narrow street setback.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County, Missouri. Lawrence County Historical Society, 1992; Thelma M. White, ed., "Personalities of Route 66," (unpublished compilation of oral histories). Halltown, MO: Whitehall Mercantile, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-150

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.010 **Roll/frame:** 38/18

Historic name: 1911 Main Street Building

Other name: Richard's Antiques

Address: 1911 Main Street

City: Halltown

County: Lawrence

Vicinity:

Section: 26

Township: 29N

Range: 25W

Quad Halltown

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Mary Lou Stone, Halltown, MO

Resource type: Building

Stories: 1

Structural system: Wood frame WW

Exterior wall materials: Stucco; stone 61 40

Other materials: Wood

Roof shapes: Shed SD PR

Roof materials: Rolled composition 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: A large, two-room building measuring 50 x 60 feet shares a common wall with the adjacent business to the east (LA.009). Side and rear walls are random rubble stone. A simple stepped parapet wall on the front facade is stuccoed, and the original storefront significantly altered with the addition of projecting bays and panel infill. A single entry door on the east end of the facade is original.

Site: Richard's Antiques, Halltown

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1906

Alteration date: Storefront remodel, date unknown 0000

Historic function: Commerce/trade 02

Historic subfunction: Specialty store 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The first settlers in the Halltown area arrived in the 1830's, but the community was in fact named for George Hall, who came to the region around 1870 and opened the town's first store in 1876. By the early 1920's, according to long-time resident Wilfred Hendricks, the town center consisted of three grocery stores, a drugstore, a variety store, a blacksmith shop, and garage and church. The town was particularly well placed, as Main Street was designated as Route 66 in 1927 and like many of the small towns along the route, Halltown thrived as a direct result of its location there. By 1946, there were 15 to 20 businesses in Halltown lining both sides of the road, including five gas stations, cafes, antique shops and stores. Although many of the buildings along the road in Halltown predate Route 66, most of them saw their highest and best use during the highway's heyday, when Halltown was known as "Little Chicago" and "The Antique Capitol of the U.S." Constructed around 1906, this building has served a variety of functions over the years. According to its current owner, a livery and meat packing plant operated at this site in its early years of occupancy. Since then, it has been converted to an antique shop.

Description of environment and outbuildings: Located on the north side of Main Street at the westernmost edge of Halltown's commercial district.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County, Missouri. Lawrence County Historical Society, 1992; Thelma M. White, ed., "Personalities of Route 66," (unpublished compilation of oral histories). Halltown, MO: Whitehall Mercantile, 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



Richard's
Antiques

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.016 **Roll/frame:** 36/1

Historic name: Jim Collins' Garage

Other name: Law's Auto Salvage

Address: ^{SR} Hwy. 96

City: Heatonville

County: Lawrence

Vicinity: X

Section: 27

Township: 29N

Range: 26W Quad Miller

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: Howard Laws, Rt. 1, Miller, MO

Resource type: Building

Stories: 1 - 1 - 1

Structural system: Undetermined UD

Exterior wall materials: Stone 40

Other materials: Weatherboard 21

Roof shapes: Gable CB PR

Roof materials: Asphalt L3

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Irregular IR

Further description: Apparently constructed in several phases, the original front part of this building is faced with slab rock and features a single, stepped parapet wall. The single off-center door is flanked by two double-hung windows (glass is missing and wood framing is in very poor condition). A cross-gable wood frame wing was added on the rear west side of the building. Behind this, in turn, is another cross-gabled wood frame wing. Both additions have wood lap siding. Now abandoned, the building is badly deteriorated.

Site: Jim Collins' Garage, Heatonville

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1935

Alteration date: Two rear wing additions, date unknown 0000

Historic function: Commerce/trade 02

Historic subfunction: Specialty store 025

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to Mrs. Ruby Casey, this garage was owned and operated for many years by Jim Collins. Now the site of an auto salvage yard, the building is abandoned and is badly deteriorated. A non-contributing house, garage, and several small outbuildings are scattered elsewhere on the property.

Description of environment and outbuildings: A very isolated location, midway between Heatonville and Spencer near the intersection with County Road M. Grassy, overgrown site with front pebble drive.

Sources of information: Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; County property records; telephone interview with Mrs. Ruby Casey, February 1993.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



36-AS-014-152

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.017a **Roll/frame:** 36/19

Historic name: Castle Rock Courts (filling station and restaurant)

Other name:

Address: ^{SR} Hwy. 96

City: Heatonville

County: Lawrence

Vicinity: X

Section: 32

Township: 29N

Range: 26W *Quad Miller*

Quarter sections: NE 1/4

Acreage:

Ownership: Private

Owner's name/address: Robert Schopp, Rt. 2, Box 118, Mt. Vernon, MO

Resource type: Building

Stories: 1-1

Structural system: Wood frame *WU 30 63*

Exterior wall materials: Brick; asphalt (composition shingle)

Other materials: Metal *50*

Roof shapes: Gable *6B*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Rectangle *RC*

Further description: At one time a filling station and restaurant, this one-story building has since been converted to a residence and shop. Original stone walls have been sheathed with a variegated brick (on front and back walls) and vinyl siding (on east wall). The restaurant has been attached to the residence behind it with a 12' addition, sheathed in wood lap siding. On the east, a 7' breezeway connects the restaurant to a new one-story metal garage. A single off-center front door is flanked by three paired 1/1 double-hung windows with continuous raised brick sills.

Site: Castle Rock Courts, Heatonville

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: 1931

Alteration date: 0000

Historic function: Commerce/trade 02 02

Historic subfunction: Specialty store; restaurant 03E 02G

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: Castle Rock Courts was opened in June of 1931 by D.T. Smith, and operated as a filling station, restaurant and tourist camp. This type of all-service stop was common along the highway, particularly in remote rural locations such as this where access to goods or services was limited. In 1936, the property was sold to J.H. Bynum. A well-established site on the highway, Castle Rock served as a Greyhound bus stop for some time. Locals remember it as a favorite stop for a cold pop or snack. The front building, once a cafe, filling station and office, has since been converted to a private residence. Originally constructed stone which was quarried at Stotts City and pointed with black mortar, a variant of the slab rock style of construction unique to the Missouri-Arkansas Ozarks region, all the buildings have since been covered with a variegated brick facing.

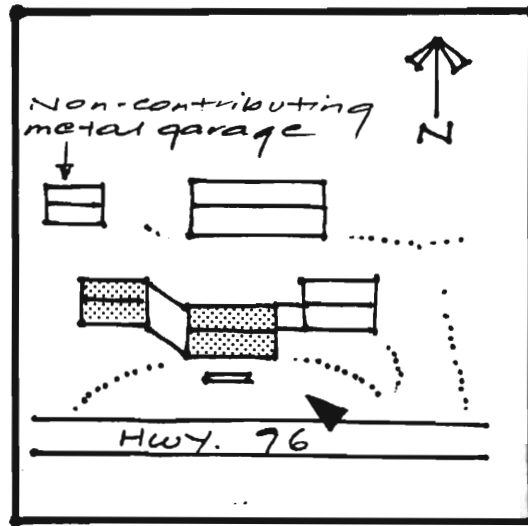
Description of environment and outbuildings: Located on the south side of Hwy. 96 in a flat, rural setting. The area directly in front of the building is paved; the pump fixtures have been enclosed with wood lap siding.

Sources of information: Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence Co. Historical Society, 1992; Lawrence Co. property records; Lawrence County, MO: A Brief History. Lawrence Co. Historical Society, 1970.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-153

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.017b **Roll/frame:** 36/17

Historic name: Castle Rock Courts (cabins)

Other name:

Address: ^{SR} Hwy. 96

City: Heatonville

County: Lawrence

Vicinity: X

Section: 32

Township: 29N

Range: 26W *Quad Miller*

Quarter sections: NE 1/4

Acreage:

Ownership: Private

Owner's name/address: Robert Schopp, Rt. 2, Box 118, Mt. Vernon, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Brick; asphalt (composition shingle) *30 63*

Other materials:

Roof shapes: Gable *GB*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches: Full *FU*

Plan: Rectangle *RC*

Further description: Three single-room units are contained within this small, linear motel cluster. The side-gabled building is faced with variegated brick; asphalt shingle sides the gable ends. All three rooms have paired 1/1 double-hung windows, each with a continuous raised brick sill. The roofline breaks in front to create a full porch overhang, with six decorative iron supports and a concrete walkway beneath it.

Site: Castle Rock Courts, Heatonville

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: 1931

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Castle Rock Courts was opened in June of 1931 by D.T. Smith and operated as a filling station, restaurant and tourist camp. All of the buildings on site were faced with stone which was quarried at Stotts City and pointed with black mortar, a variant of the slab rock style of construction unique to the Missouri-Arkansas Ozarks region. In back, the four cabins which originally stood on the site provided basic services: community toilets and showers, cold inside running water, and private cooking facilities. For 50 cents, electrified trailer space was also available on site. A travel guide published by Shell Petroleum Corporation in 1938 noted that "service stations are often operated in connection with tourist camps" and that "garages, restaurants and grocery stores are usually located nearby." Castle Rock is typical of that kind of all-service stop. In 1936, the property was sold to J.H. Bynum. It is not known at what time the cabins were altered to their present appearance. By the 1980's, the cabins were no longer in regular use.

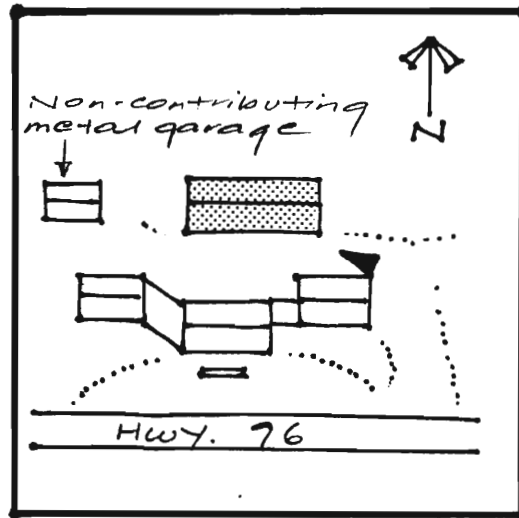
Description of environment and outbuildings: Located on the south side of Hwy. 96 in a flat, rural setting. Deep setback, with a double circular drive in front.

Sources of information: Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence Co. Historical Society, 1992; Lawrence Co. property records; Lawrence County, MO: A Brief History. Lawrence Co. Historical Society, 1970.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-154

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.018

Roll/frame: 36/3

Historic name: D.L. Morris Garage

Other name: Treasure Corner

Address: ^{SR} Hwy. 96

City: Heatonville

County: Lawrence

Vicinity: X

Section: 32

Township: 29N

Range: 26W *Quad Miller*

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Edward & Betty Whitmarsh, Rt. 1, Miller, MO

Resource type: Building

Stories: 1

Structural system: Post and beam *PB*

Exterior wall materials: Stone *40*

Other materials:

Roof shapes: Gable; parapet *GB PR 63*

Roof materials: Asphalt (composition shingle, rolled roofing)

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Rectangle *RC*

Further description: A broad gabled building of uncoursed rubble fieldstone, the garage has a recessed, single-bay wing on the west side. Both front elevations have a stepped parapet wall, a full-height center pilaster centered on the projecting bay. Contrasting stone detail on window sills and garage door headers. Multi-paned fixed windows of varying sizes throughout the building. Garage door on west front bay has been enclosed, and a single door entry installed. Replacement door on main facade is not historic. Paired swinging doors on the east wall provide access to back of garage.

Site: D.L. Morris Garage, Heatonville

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: 1936

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 030 290

Significant person(s):

Significant event date:

History and significance: The small village of Heaton (later Heatonville) was first platted in 1868. From the 1890's until the early 1920's, the Williamson apple orchard was the area's most profitable industry, a railroad spur added specifically to load and ship the fruit. With the construction of Route 66 (formerly Carthage Street), the townsite grew to include a gas station, tourist court, and two garages. On the site of the old Heaton post office, D.L. Morris built this garage in 1936. The garage continued in business at least until 1970. It is now an antique shop.

Description of environment and outbuildings: Very rural setting, on a corner lot. Low hedge of trimmed boxwood shields side driveway. Associated residence is located to SE of garage.

Sources of information: Interview with Betty Whitmarsh, September 1992; County property records; Lawrence County Historical Society, Lawrence County, Missouri: 1845 - 1970, 1970.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



HEATONVILLE
452-3416

ROUTE
66

HEATONVILLE
GARAGE

SW-AS-014-155

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.012

Roll/frame: 35/19

Historic name: Paris Springs Junction Garage #1

Other name: ^{SR} Highway 266/Paris Springs Junction Garage

Address: ^{SR} Hwy. 266

City: Paris Springs

County: Lawrence

Vicinity: X

Section: 28

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NW 1/4

Acreage:

Ownership: Private

Owner's name/address: Stephen, Verna & Kimberly Faucett, Rt. 2, Box 296, Ash Grove, MO

Resource type: Building

Stories: 1 - 1

Structural system: Undetermined UD

Exterior wall materials: Stone 40 20

Other materials: Metal 50

Roof shapes: Half-round; shed SD PR SD

Roof materials: Metal 50

Roof features:

Foundation materials: Concrete; stone 40 65

Porches:

Plan: Irregular IR

Further description: This single-bay garage is constructed of roughly coursed cobblestone, with an exuberant false front parapet wall lending a highly imposing, dramatic appearance. The curved parapet has narrow piers at either end, the whole being capped with projecting stones which give the front roofline a ragged, rough silhouette. A large garage door opening is on the south side of the front facade; a wood panel entry door is at the opposite end of the building front. A multi-lite fixed pane window is located between the two doors, as well as on the rear facade. There are two smaller windows on the south side wall. A small metal shed addition on the north side of the building was constructed at some unknown date.

Site: Highway 266/Paris Springs Junction Garage, Paris Springs vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1926

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 030 296

Significant person(s):

Significant event date:

History and significance: Established in 1855, the town of Paris Springs was once a small, thriving manufacturing center, an abundant water supply powering three flour mills, a sawmill, woolen mill and chair factory. At one time the village was known as Chalybeate Springs, a destination point for visitors who came to drink the local waters, which were thought to have healing powers. Loaded with iron, spring water has stained the native rock a distinctive brownish red or rust color. In the late 1920's, Route 66 was constructed about 1/4 mile south of Paris Springs. This small business stop developed at the crossroads to Paris Springs and came to be known as Paris Springs Junction or Gay Parita. In 1946, Rittenhouse describes it as "a small crossroads, providing two gas stations and a grocery." This is one of those two garages. No longer in business, this small cluster of buildings remains essentially unchanged since the 40's, an excellent example of a roadside community that developed directly as a result of the highway's construction; collectively, they may be eligible for district designation on that basis.

Description of environment and outbuildings: Located on the north side of Hwy. 266 on a gently sloped lot. A non-contributing stone residence was constructed behind the garage in 1957, and several outbuildings further back on the property are used for agricultural purposes.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Lawrence County, Missouri: A Brief History. Lawrence County Historical Society, 1970.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-156

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.013

Roll/frame: 35/21

Historic name: Gay Parita Store

Other name:

Address: ^{SR} Hwy. 266

City: Paris Springs

County: Lawrence

Vicinity: X

Section: 28

Township: 29N

Range: 25W ^{Quad Halltown}

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Charles & Treva Hoggard, Rt. 2, Box 298, Ash Grove, MO

Resource type: Building

Stories: 1

Structural system: Wood frame ^{WU}

Exterior wall materials: Stucco ⁶¹

Other materials: Wood ²⁰

Roof shapes: Shed ^{SD PR}

Roof materials: Asphalt ⁶³

Roof features:

Foundation materials: Concrete ⁶⁵

Porches:

Plan: Irregular ^{IR}

Further description: Now converted to a residence, the old Gay Parita Store is constructed in the Spanish Revival style and is executed on a much larger scale than is typical at such a small crossroads community. The building is symmetrically arranged, boasting a fanciful front parapet wall, curved in the center with corner posts; the side walls are stepped down to the rear. Walls are wood frame and have a smooth stucco finish, broken only by raised coping and window sills. A small addition on the rear east side of the building, sheathed in vertical wood panelling, extends the otherwise simple rectangular building plan. Two doors on the front facade are separated by a ribbon of three 1/1 double hung windows and are flanked by two paired windows of the same type.

Site: Gay Parita Store, Paris Springs vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Spanish/Mediterranean Revival 55

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1930

Alteration date: Side addition, date unknown 0000

Historic function: Commerce/trade 02 02

Historic subfunction: Department store; restaurant 00 F 026

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Established in 1855, the town of Paris Springs was once a small, thriving manufacturing center, an abundant water supply powering three flour mills, a sawmill, woolen mill and chair factory. At one time the village was known as Chalybeate Springs, a destination point for visitors who came to drink the local waters, which were thought to have healing powers. Loaded with iron, the spring water stains the native rock a distinctive brownish red or rust color. In the late 1920's, Route 66 was constructed about 1/4 mile south of Paris Springs. This small business stop developed at the crossroads to Paris Springs and came to be known as Paris Springs Junction or Gay Parita. The Gay Parita Store was built at that time by Gay and Fred Mason, and served for many years as a cafe and grocery. Since converted to a 4-bedroom home, the original building exterior is nearly intact. Along with two stone garages which also date to this period, this small business center remains unchanged, an excellent example of a roadside community that developed directly as a result of the highway's construction; collectively, they may be eligible for district designation on that basis.

Description of environment and outbuildings: Located on the south side of Hwy. 266 on a flat lot. Pebble drive and parking area in front and sides of building. Trees form a natural boundary to the rear.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Lawrence County, Missouri: A Brief History. Lawrence County Historical Society, 1970.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



PARIS SPRINGS JCT.

SW-AS-014-157

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.014

Roll/frame: 35/23

Historic name: Paris Springs Junction Garage #2

Other name: Highway 266/Paris Springs Junction Garage

Address: ^{SR} Hwy. 266

City: Paris Springs

County: Lawrence

Vicinity: X

Section: 29

Township: 29N

Range: 25W Quad Haltown

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: William & Virginia Smith, Rt. 2, Box 300, Ash Grove, MO

Resource type: Building

Stories: 1

Structural system: Undetermined ^{LD}

Exterior wall materials: Stone ⁴⁰

Other materials:

Roof shapes: Half-round ^{YT PR}

Roof materials: Metal ⁵⁰

Roof features:

Foundation materials: Concrete ⁶⁵

Porches:

Plan: Rectangle

Further description: This large, single-bay garage is constructed of uncoursed slab stone. An overhead wood garage door and a single entry door are located at each end of the rounded front facade. Near the center is a 9-lite fixed glass window with raised sill. There are three identical windows on both side elevations. A metal sign -- badly rusted and no longer readable -- hangs from the center top of the front wall.

Site: Highway 266/Paris Springs Junction Garage, Paris Springs vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1944

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Established in 1855, the town of Paris Springs was once a small, thriving manufacturing center, an abundant water supply powering three flour mills, a sawmill, woolen mill and chair factory. At one time the village was known as Chalybeate Springs, a destination point for visitors who came to drink the local waters, which were thought to have healing powers. Loaded with iron, the spring water stains the native rock a distinctive brownish red or rust color. In the late 1920's, Route 66 was constructed about 1/4 mile south of Paris Springs. This small business stop developed at the crossroads to Paris Springs and came to be known as Paris Springs Junction or Gay Parita. In 1946, Rittenhouse describes it as "a small crossroads, providing two gas stations and a grocery." This is one of those two garages, the colorful stone used to build it possibly quarried from nearby. No longer in business, this small cluster of buildings remains essentially unchanged since the 40's, an excellent example of a roadside community that developed directly as a result of the highway's construction; collectively, they may be eligible for district designation on that basis.

Description of environment and outbuildings: Located on the south side of Hwy. 266 on a flat lot. A non-contributing residence at the east end of the lot, partially constructed of stone, was remodelled in 1979.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Lawrence County, Missouri: A Brief History. Lawrence County Historical Society, 1970.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SL-AS-014-158

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.023

Roll/frame: 37/6

Historic name: Bill's Station

Other name:

Address: ^{SR} Hwy. 96 (Lot 1, Block 1 of Town Plat of Phelps)

City: Phelps

County: Lawrence

Vicinity:

Section: 29

Township: 29N

Range: 27W *Quad Rescue*

Quarter sections: SE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Pete Seaton, Rt. 2, Box 47C, Miller, MO

Resource type: Building

Stories: 1 - 1

Structural system: Wood frame *WU*

Exterior wall materials: Stucco; wood *61 20*

Other materials: Weatherboard *21*

Roof shapes: Flat; shed *F+ SD*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Rectangle

Further description: Originally a one-room filling station, this building was expanded with the construction of a one-room plywood addition in back. The front room has a shed roof which extends back over the rear addition in a continuous line. Side parapet walls are crenellated. A single centered front door is flanked on both sides by oversized 6/6 double-hung wood frame windows. A shingled pent roof cornice level extends the full front width of the building, supported by metal poles at the two outside corners. Lightbulbs are suspended from beneath the pent roof soffits. A painted metal sign reading "Bill's Station" and "Double Cola" is attached to the awning. A 2-pump concrete island is directly in front of the station, so close that cars may only be served from the outside. The station is now vacant and in deteriorating condition.

Site: Bill's Station, Phelps

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings

Construction date: ca. 1926

Alteration date: Rear addition, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation; architecture 030 090

Significant person(s):

Significant event date:

History and significance: Established on the old Carthage-Springfield Road, Phelps was a flourishing community at the time of the Civil War. A fire, however, destroyed all the buildings on the south side of the town in the 1880's. Recovery from this disaster was slow, particularly when the railroad was routed through nearby Miller, causing some businesses and residents to move to the booming new rail town. Phelps experienced a building boom in the mid-1920's with the construction of Route 66, but when the highway was widened in 1955 the businesses on the south side of the road were once again razed. Although sadly deteriorated, this building - - located on the north side of the highway -- is a rare unaltered example of that early phase of roadside construction, when a filling station was designed strictly for pumping gas.

Description of environment and outbuildings: Located on a corner lot at the northeast intersection of Hwy. 96 and county road UU. A wood frame storage shed with lap siding is located to the rear side of the station; a sign for lubrication and flats is applied across the front of the shed.

Sources of information: County property records; Lawrence County, Missouri: A Brief History. Lawrence County Historical Society, 1970; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence County Historical Society, 1992; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



DOUBLE
COLE

TIRE SERVICE

FLATS FIXED OIL LUBRICATION

TIRES
TUBES

SW-AS-014-159

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.024

Roll/frame: 37/9

Historic name: Henson Building

Other name:

Address: ^{SR} Hwy. 96

City: Phelps

County: Lawrence

Vicinity:

Section: 29

Township: 29N

Range: 27W *Quad Rescue*

Quarter sections: SW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Bob Gleason, Rt. 1, Miller, MO

Resource type: Building

Stories: 2

Structural system: Undetermined *UD*

Exterior wall materials: Stone *40*

Other materials: Asphalt shingle, *63* concrete block *65*

Roof shapes: Gable *GB*

Roof materials: Metal *50*

Roof features:

Foundation materials: Concrete; stone *40 65*

Porches: Full *FU*

Plan: Rectangle *RC*

Further description: A massive cobblestone structure, this former commercial building and hotel contains 14 rooms, six of which are second-floor bedrooms. Rafter tails are exposed beneath the broadly pitched roof. Two-toned imbricated asphalt shingles sheath the gable ends. Deep wood trim frames 1/1 double-hung windows. A full front double-entry porch with concrete block half-walls and shed roof has been enclosed with screening. There is a single center entry on the front facade.

Site: Henson Building, Phelps

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1924

Alteration date: Porch addition, date unknown 0000

Historic function: Domestic; commerce/trade 01 02

Historic subfunction: Hotel; specialty store 01D 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Established on the old Carthage-Springfield Road, Phelps was a flourishing community at the time of the Civil War. A fire, however, destroyed all the buildings on the south side of the town in the 1880's. Recovery from this disaster was slow, particularly when the railroad was routed through nearby Miller, causing some businesses and residents to move to the booming new rail town. Phelps experienced a building boom in the mid-1920's with the construction of Route 66, but when the highway was widened in 1955 the businesses on the south side of the road were once again razed. This stone building -- located on the north side of old 66 -- was among the first of about four buildings constructed in Phelps around 1925 in anticipation of the coming highway traffic. Constructed by John and Belva Henson, the building had a store, restaurant and barber shop on the ground floor and rooms for rent on the second floor. The Hensons operated the various businesses here for over 20 years. The building is now a private residence.

Description of environment and outbuildings: Located at the northwest corner of Hwy. 96 and County Road UU, the building actually sits back from the road at the edge of the old 66 roadbed. Remnants of concrete curbing are still visible along the front edge of the property. Several dilapidated buildings are located elsewhere on the lot, including a stone building (its function unknown), a wood frame garage, and a pump house.

Sources of information: County property records; Lawrence County, Missouri: A Brief History. Lawrence County Historical Society, 1970; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence County Historical Society, 1992; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



36-A3-014-160

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.025 **Roll/frame:** 37/12

Historic name: State Route 96 Building

Other name: Highway 96 Cafe

Address: Hwy. 96

City: Phelps

County: Lawrence

Vicinity: X

Section: 30

Township: 29N

Range: 27W Quad Rescue

Quarter sections: SE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Kleon Christopoulos, 1403 David Rd., Mt. Vernon, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Stucco 61

Other materials:

Roof shapes: Flat Ft 63

Roof materials: Asphalt (rolled composition)

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: A very plain concrete block building with stucco finish, flat roof, horizontal sliding windows, and single centered front door. A single metal awning over a side (east) window. Devoid of any surface decoration or trim.

Site: Highway 96 Cafe, Phelps

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1950

Alteration date: 1968 0000

Historic function: Commerce/trade 02

Historic subfunction: Restaurant 026

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: County property records identify this as a former restaurant, constructed ca. 1942. There is no direct mention of such a business either in local histories or in Rittenhouse's 1946 Guide Book. The date of construction is therefore estimated as slightly later than that, based on the style and construction details. The building was converted in 1968 to a 2-bedroom residence.

Description of environment and outbuildings: A heavily wooded lot on the north side of Hwy. 96, on the western outskirts of Phelps. Chain link fencing completely surrounds the lot. A metal garage and small concrete block utility building are located to the rear of the residence.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-101

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.026

Roll/frame: 37/13

Historic name: Reed's Cabins #1
#2

Other name: Reed's Cabins

Address: Hwy. 96

City: Rescue

County: Lawrence

Vicinity:

Section: 27

Township: 29N

Range: 28W Quad Rescue

Quarter sections: SW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Ben & Olive Reynolds, Rt. 1, LaRussell, MO

Resource type: Building

Stories: 1

Structural system: Wood frame WU

Exterior wall materials: Stone 90

Other materials: Vinyl 92

Roof shapes: Gable 6B

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete; stone 90 65

Porches:

Plan: Rectangle RC

Further description: The stone-faced residence on this site -- formerly a cafe -- has been significantly altered over time and is no longer a contributing resource. Two freestanding cabins, however, located at the east end of the property still retain sufficient integrity for inventory. (A third cabin stood between these cabins until the mid-80's, when it was razed by the current owners.) Like the main building, the cabins are constructed of rubble stone. The smaller of the two measures 14 x 20 feet, and is essentially intact, with a gable roof with exposed rafters, 1/1 double-hung windows with cast stone sills, and a single off-center door accessed by a concrete stair. The larger cabin, constructed in the same manner, measures 16 x 20 feet. A 12-foot metal shed has been added to one side of the cabin. Both buildings are now used for storage.

Site: Reed's Cabins, Rescue

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1926

Alteration date: Porch and garage addition, date unknown 0000

Historic function: Commerce/trade; domestic 02 01

Historic subfunction: Restaurant; hotel 026 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: In his 1946 guide book, Jack Rittenhouse describes the town of Rescue as "a small village with a few homes and a couple of groceries" (p. 45). Two businesses specifically noted in his book are Brown's Garage and Reed's Cabins. A 1970 history of Lawrence County also refers to the cafe and motel in Rescue -- still standing at the time -- which were constructed by Mr. and Mrs. Roy Rogers at the time Route 66 was completed. It is therefore presumed that these are Reed's Cabins referred to by Rittenhouse. No further information on the business or site is available

Description of environment and outbuildings: The residence and cabins overlook the highway from a deep, sloped lot on the north side of the road. A circular gravel drive passes in front of the three buildings. A service station/garage is on the adjacent lot to the west.

Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque, NM: University of New Mexico Press, 1990; Lawrence County, Missouri: A Brief History. Lawrence County Historical Society, 1970.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SLC-AS-014-162

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.027a **Roll/frame:** 37/22

Historic name: Shady Side Camp {gas station and cafe}

Other name: Clay's Shady Side Cottage Camp, Shady Side Tourist Court, Shady Side

Address: ^{SR} Hwy. 96

City: Rescue

County: Lawrence

Vicinity: X

Section: 28

Township: 29N

Range: 28W *Quad Rescue*

Quarter sections: SW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: James & Lovern Holder, Rt. 1, LaRussell, MO

Resource type: Building

Stories: 1-1

Structural system: Load bearing stone; wood frame *LSWU*

Exterior wall materials: Stone; wood *40 20*

Other materials:

Roof shapes: Complex *CM*

Roof materials: Asphalt *63*

Roof features: Dormer (east side) *DR*

Foundation materials: Stone *40*

Porches: Stoop *ST*

Plan: Irregular *IR*

Further description: Originally a simple, single-bay service station and office, a sizeable addition on the east end more than doubled the floor space for a cafe and grocery. The original building mass was constructed of coursed rubble stone, with a broad front gable and overhanging canopy (since removed, see postcard view). Windows are 1/1 double-hung, paired on the front facade to either side of the single centered door. Since converted to a residence, the front door and a side door have been enclosed and sheathed with hardboard lap siding. Gable ends were similarly sheathed. To the east, a second wood frame building was added to the east side of the gas station by an existing stone wing, nearly tripling the overall width of the building facade. The center wing has a bracketed, gabled door hood. Another door (not hooded) is located at the east end of the front facade. Some 1/1 double-hung windows have been retained, others replaced with casement windows. The whole is covered with hardboard lap siding.

Site: Shady Side Camp, Rescue

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/Rustic

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: Addition of cafe and grocery on east end, date unknown 0000

Historic function: Commerce/trade 02 02

Historic subfunction: Specialty store; restaurant 02 E 02 G

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Built in the cooling shade of a thick grove of oak trees, Shady Side Cottage Camp was constructed soon after Highway 66 was completed in Lawrence County. Located only 4 miles east of Log City and Stone City, popular destination points for weekend and long-term vacationers, Shady Side catered more to the overnight traveller. For \$1.00 to \$1.50, a guest here had private cooking facilities (dishes were not provided) and access to community toilets and showers. Electrified trailer space was also available for 50 cents. Starting with the most basic services, the operators of Shady Side expanded them in accordance with customer demand, recognizing that "it was best to sell a variety of products and services, for mileage-making tourists valued one-stop shopping" (Belasco, p. 131). To that end, groceries were available at the store in front or, if cooking was not desired, a hot meal could be bought at the cafe. In addition to serving passing motorists, Shady Side became a popular gathering place for locals as well. Until the late 80's, the store was still in operation. It has since been entirely converted to a residence, and one cabin is permanently occupied. The buildings are in good condition and, despite some reversible alterations, may be eligible for individual National Register designation.

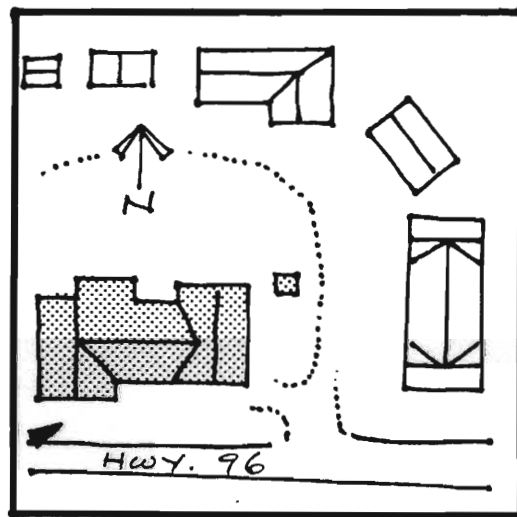
Description of environment and outbuildings: Buildings sit on the north side of Hwy. 96, the cafe/grocery close to the road and the cabins in a grove of mature oak trees to the rear of the lot. A small stone pumphouse is located in the yard to the east of the cafe. A plywood chicken coop and non-contributing garage are in back near the cabins.

Sources of information: County property records; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence County Historical Society, 1992; "Tourist Accommodation Directory," Shell Petroleum Corporation, 1938; Warren James Belasco, Americans on the Road. Cambridge, MA: MIT Press, 1981; postcards from the collection of James Powell, St. Louis, MO.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SG-AS-014-163

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.027b

Roll/frame: 37/18

Historic name: Shady Side Camp (cabins) #1
#2
#3

Other name: Clay's Shady Side Cottage Camp, Shady Side Tourist Court, Shady Side

Address: Hwy. 96

City: Rescue

County: Lawrence

Vicinity: X

Section: 28

Township: 29N

Range: 28W *Quads Rescue*

Quarter sections: SW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: James & Lovern Holder, Rt. 1, LaRussell, MO

Resource type: Building

Stories: 1

Structural system: Load bearing stone *LS*

Exterior wall materials: Stone *40*

Other materials: Wood *20*

Roof shapes: Gable; complex *GB CM*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Stone *40*

Porches:

Plan: Rectangle; L-shape
**1 + *2 *3*

Further description: There are three cottages at this site, all of them slightly different in plan but otherwise identical in style and construction. In all cases, the cabins are built of coursed rubble stone. Windows are all double-hung, and doors are solid wood panel. Exposed rafter tails and wood lap siding in gable ends reinforce the rustic character of the building complex. The largest of the three cottages is closest to the driveway entrance, and contains six one-room units. The rooms are arranged in a linear manner, with end units projecting slightly under the cross gable roof. Next to this unit is a smaller 2-room cottage with a simple gable roof. The third cottage is L-shaped and contains at least 2 one-room units. Paired wooden garage doors hang in the east front-facing ell.

Site: Shady Side Camp, Rescue

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/Rustic 65

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 030 290

Significant person(s):

Significant event date:

History and significance: Built in the cooling shade of a thick grove of oak trees, Shady Side Cottage Camp was constructed soon after Highway 66 was completed in Lawrence County. Located only 4 miles east of Log City and Stone City, popular destination points for weekend and long-term vacationers, Shady Side catered more to the overnight traveller. For \$1.00 to \$1.50, a guest here had private cooking facilities (dishes were not provided) and access to community toilets and showers. Electrified trailer space was also available for 50 cents. Starting with the most basic services, the operators of Shady Side expanded them in accordance with customer demand, recognizing that "it was best to sell a variety of products and services, for mileage-making tourists valued one-stop shopping" (Belasco, p. 131). To that end, groceries were available at the store in front or, if cooking was not desired, a hot meal could be bought at the cafe. In addition to serving passing motorists, Shady Side became a popular gathering place for locals as well. Until the late 80's, the store was still in operation. It has since been entirely converted to a residence, and one cabin is permanently occupied. The buildings are in good condition and, despite some reversible alterations, may be eligible for individual National Register designation.

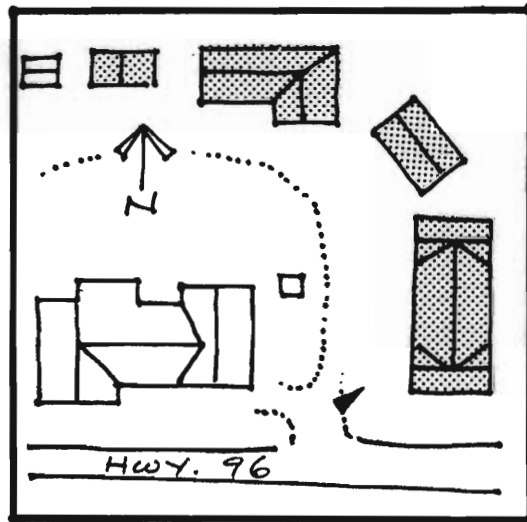
Description of environment and outbuildings: Buildings sit on the north side of Hwy. 96, the cafe/grocery close to the road and the cabins in a grove of mature oak trees to the rear of the lot. A small pumphouse is located in the yard to the east of the cafe. A plywood chicken coop and non-contributing garage are in back near the cabins.

Sources of information: County property records; Kathy Seneker, ed., Down Turnback Trails: A Sketch Book of Lawrence County. Lawrence County Historical Society, 1992; "Tourist Accommodation Directory," Shell Petroleum Corporation, 1938; Warren James Belasco, Americans on the Road. Cambridge, MA: MIT Press, 1981; postcards from the collection of James Powell, St. Louis, MO.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-164

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.015a

Roll/frame: 36/22

Historic name: Spencer Store

Other name:

Address: Old Route 66

City: Spencer

County: Lawrence

Vicinity:

Section: 31

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NE 1/4

Acreage: 2 acres

Ownership: Private

Owner's name/address: Carl & Ruby Casey, Rt. 1, Box 220, Miller, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Brick 30

Other materials: Concrete 65

Roof shapes: Flat F+

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: The end building in a three-unit block, this former grocery store is constructed of brick (laid in running bond), and has a sloped exterior side wall, plain concrete lintel, large display windows (now covered with plywood), narrow kickplate, and single recessed entry.

Site: Spencer Grocery, Spencer

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Single entry with display windows 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Department store 02 F

Area of significance/context: Transportation; community planning and development 290 970

Significant person(s):

Significant event date:

History and significance: Established in the 1870's on the old Carthage-Springfield road, Spencer was a popular stopping place for late 19th-century travellers, who camped at the spring site by the flour mill on nearby Johnson Creek. A grocery store, blacksmith shop, post office and school were built for this small roadside community. Around 1912-15, however, the road became nearly impassable, so traffic through town ceased and businesses closed. Twenty years later, construction of Route 66 brought Spencer back to life. The old grocery was reopened around 1926 by S.L. Casey, who subsequently constructed this new building next to the old one. Two more structures were soon added to this one, at various times occupied by a feed store, cafe, barber shop, service station and garage. All but the cafe and barber shop were operated by the Casey family. With revived fortunes, Spencer once again became a community center, as well as a traveller's stopover. Dances were held on a platform across the highway, neighborhood news was exchanged from the bench in front of the store, and "an old stove in the garage provided a comfortable gathering spot for card games" (Lawrence County Record, 2 August 1990). With the construction of Hwy. 96 around 1961, Spencer was bypassed, and the Spencer store and gas station eventually went out of business. Carl and Ruby Casey purchased the property from his mother and brothers in 1985. They still live in the family home behind the store buildings, which are still maintained in their original condition. Together with the original roadbed which passes in front of it, this building cluster is likely eligible for district designation.

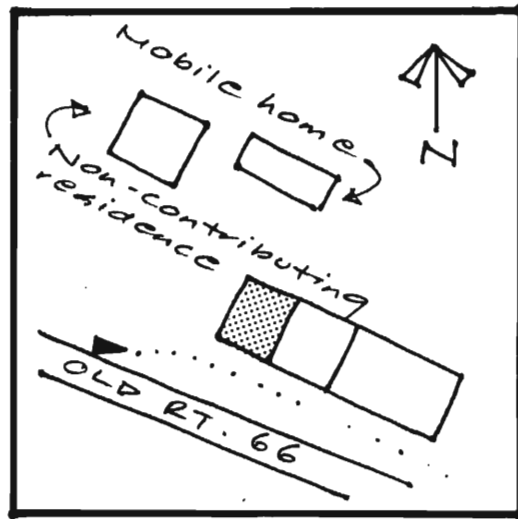
Description of environment and outbuildings: The concrete roadbed which passes through Spencer is some of the last of the original highway Route 66 surface still in use. The single block of commercial buildings faces south onto the road, a pebble drive running parallel to the road. A non-contributing residence (constructed ca. 1935), mobile home, and metal garage are located behind the commercial buildings towards the back end of the lot.

Sources of information: County property records; "Spencer: The Story of a Community," Lawrence County Record, 2 August 1990; Lawrence County, Missouri: A Brief History. Lawrence County Historical Society, 1970; telephone interview with Mrs. Ruby Casey, February 1993.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SL-AS-014-165

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.015b

Roll/frame: 36/22

Historic name: Spencer Garage and Service Station

Other name:

Address: Old Route 66

City: Spencer

County: Lawrence

Vicinity:

Section: 31

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NE 1/4

Acreage: 2 acres

Ownership: Private

Owner's name/address: Carl & Ruby Casey, Rt. 1, Box 220, Miller, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Limestone 43

Other materials: Tile block 70

Roof shapes: Shed; other (half-round) SD VT

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: The largest of three adjoining buildings in this small commercial block, the three-room structure at the far west end was designed as a service station and garage. Constructed of random rubble stone, the building has a raised half-round front profile which matches the span of the barrel-vaulted roof over the garage; double wood doors (original) provide access to this area. Two single doors at the east/center part of the building lead to separate rooms within the larger building. Windows of varying sizes on the front facade are now covered with plywood. There are concrete lintels over all door and window openings. The back side of the garage area is constructed of stone. The other two rear chamber walls are built of tile block.

Site: Spencer Garage and Station, Spencer

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade 00 16

Historic subfunction: Specialty store 00E 16D

Area of significance/context: Transportation; community planning and development 290 070

Significant person(s):

Significant event date:

History and significance: Established in the 1870's on the old Carthage-Springfield road, Spencer was a popular stopping place for late 19th-century travellers, who camped at the spring site by the flour mill on nearby Johnson Creek. A grocery store, blacksmith shop, post office and school were built for this small roadside community. Around 1912-15, however, the road became nearly impassable, so traffic through town ceased and businesses closed. Twenty years later, construction of Route 66 brought Spencer back to life. The old grocery was reopened around 1926 by S.L. Casey, who subsequently constructed a new brick building next to the old one (see LA.015a). Two more structures were soon added to this one, at various times occupied by a feed store, cafe, barber shop, service station and garage. All but the cafe and barber shop were operated by the Casey family. With revived fortunes, Spencer once again became a community center, as well as a traveller's stopover. Dances were held on a platform across the highway, neighborhood news was exchanged from the bench in front of the store, and "an old stove in the garage provided a comfortable gathering spot for card games" (Lawrence County Record, 2 August 1990). Over the years, the Casey's were distributors of Tydol and Phillips 66 gasoline. With the construction of Hwy. 96 around 1961, Spencer was bypassed, and the Spencer store and gas station finally went out of business. Carl and Ruby Casey purchased the property from his mother and brothers in 1985. They still live in the family home behind the store buildings. Together with the original roadbed which passes in front of it, this building cluster is likely eligible for district designation.

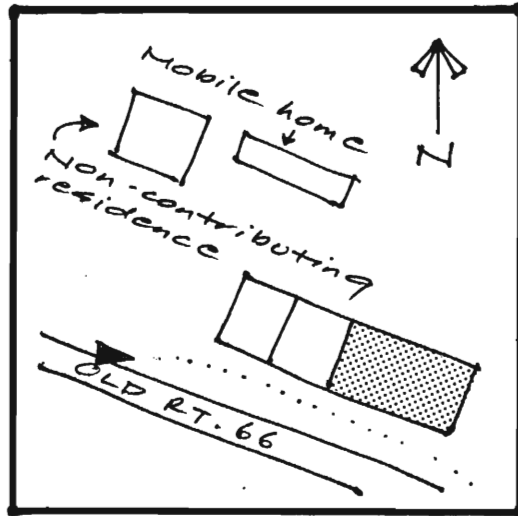
Description of environment and outbuildings: The concrete roadbed which passes through Spencer is some of the last of the original highway Route 66 surface still in use. The single block of commercial buildings faces south onto the road, a pebble drive running parallel to the road. An associated residence (constructed ca. 1935), mobile home, and metal garage are located behind the commercial buildings towards the back end of the lot.

Sources of information: County property records; "Spencer: The Story of a Community," Lawrence County Record, 2 August 1990; Lawrence County, Missouri: A Brief History. Lawrence County Historical Society, 1970; telephone interview with Mrs. Ruby Casey, February 1993.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-A3-014-166

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: LA.015c **Roll/frame:** 36/22

Historic name: Spencer Cafe/Barbershop

Other name:

Address: Old Route 66

City: Spencer

County: Lawrence

Vicinity:

Section: 31

Township: 29N

Range: 25W Quad Halltown

Quarter sections: NE 1/4

Acreage: 2 acres

Ownership: Private

Owner's name/address: Carl & Ruby Casey, Rt. 1, Box 220, Miller, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Stucco 61

Other materials: Stone 90

Roof shapes: Flat FT

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: The middle building in a three-unit block, this building has a single center entry with flanking display windows (now covered with plywood). The front facade is textured stucco; the rear is stone.

Site: Spencer Cafe/Barbershop, Spencer

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Single entry with display windows 64

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade 02 02

Historic subfunction: Specialty store; restaurant 026 026

Area of significance/context: Transportation; community planning and development 290 070

Significant person(s):

Significant event date:

History and significance: Established in the 1870's on the old Carthage-Springfield road, Spencer was a popular stopping place for late 19th-century travellers, who camped at the spring site by the flour mill on nearby Johnson Creek. A grocery store, blacksmith shop, post office and school were built for this small roadside community. Around 1912-15, however, the road became nearly impassable, so traffic through town ceased and businesses closed. Twenty years later, construction of Route 66 brought Spencer back to life. The old grocery was reopened around 1926 by S.L. Casey, who subsequently constructed a new brick building next to the old one (see LA.015a). Two more structures were soon added to this one, at various times occupied by a feed store, cafe, barber shop, service station and garage. This building, alternately used as a cafe and barber shop, was the only one not operated by the Casey family. For a time, Arthur Martin ran the barbershop. With revived fortunes, Spencer once again became a community center, as well as a traveller's stopover. Dances were held on a platform across the highway, neighborhood news was exchanged from the bench in front of the store, and "an old stove in the garage provided a comfortable gathering spot for card games" (Lawrence County Record, 2 August 1990). With the construction of Hwy. 96 around 1961, Spencer was bypassed, and the Spencer store and gas station finally went out of business. Carl and Ruby Casey purchased the property from his mother and brothers in 1985. They still live in the family home behind the store buildings. Together with the original roadbed which passes in front of it, this building cluster is likely eligible for district designation.

Description of environment and outbuildings: The concrete roadbed which passes through Spencer is some of the last of the original highway Route 66 surface still in use. The single block of commercial buildings faces south onto the road, a pebble drive running parallel to the road. An associated residence (constructed ca. 1935), mobile home, and metal garage are located behind the commercial buildings towards the back end of the lot.

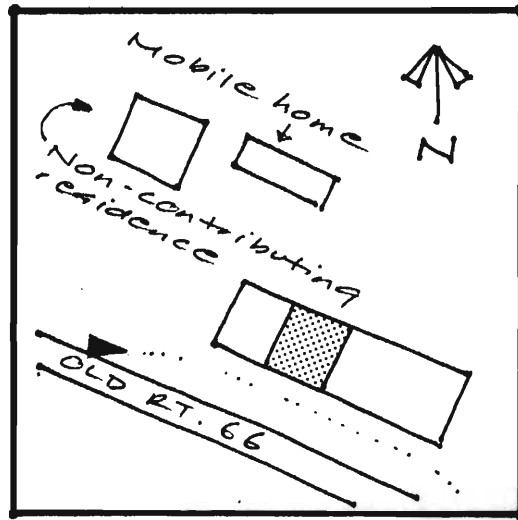
Sources of information: County property records; "Spencer: The Story of a Community," Lawrence County Record, 2 August 1990; Lawrence County, Missouri: A Brief History. Lawrence County Historical Society, 1970; telephone interview with Mrs. Ruby Spencer, February 1993.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Site: Spencer Cafe/Barbershop, Spencer

Location map:





ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.022

Roll/frame: 18/1

Historic name: Fisher's Filling Station

Other name:

Address: N. Outer Rd.

City: Clementine

County: Phelps

Vicinity:

Section: 3

Township: 36N

Range: 10W Quad Dixon/Devils
Elbow

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Frank & June Likert, Route 2, Box 542, Newburg, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*Exterior wall materials: Asphalt shingle *63*Other materials: Wood *20*Roof shapes: Gable *6B 63*

Roof materials: Asphalt (composition rolled roofing), plywood

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Rectangle *RC*

Further description: Abandoned and very deteriorated, this small wood frame filling station has exposed eaves beneath a low-pitched side gable roof. The single center entry is flanked by paired display windows on the front facade. The door and windows are missing. Vertical wood planking is exposed in the areas where the shingle siding has fallen away.

Site: Fisher's Filling Station, Clementine

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1935

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: In his 1946 guide book, Rittenhouse says of the small town of Clementine -- known more familiarly as Basketville -- that it is "hardly a town, but chiefly devoted to small roadside stands selling handmade hickory baskets and turned wood objects made by native craftsmen. The stands here are among the best of their type in the Ozarks" (p. 26). The WPA guide also refers to the Ozark basket weavers in this area, "whose bright, clean baskets, strung on wires paralleling the highway, are in sharp contrast with their drab, listing shacks" (p. 416). According to local residents, the founders of the basket trade in Clementine are said to have been "Childers & Thompson" whose shop was a short distance to the west of this filling station, on the north side of Route 66. Roy G. Fisher and his family owned and operated a filling station and store on this site, as well as several cabins at the rear of the lot. The cabins were removed following the realignment of the road in the late 1950's, and only the filling station remains, now vacant and very deteriorated. With the re-routing of traffic, the small community of Clementine has likewise declined.

Description of environment and outbuildings: Located on a very overgrown lot on the east side of the North Outer Road. A concrete island with two pumps and a register is directly in front of the building amidst the weeds.

Sources of information: County property records; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; highway planning maps filed with Phelps County Clerk, 1942 and 1957; interview with Clyde and Alice Wells (Devil's Elbow, MO) in April 1993 by John F. Bradbury.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.023

Roll/frame: 18/2

Historic name: Bennett's Catfish Cafe

Other name: Surplus City

Address: South Outer Road

City: Clementine

County: Phelps

Vicinity: X

Section: 3

Township: 36N

Range: 10W

Quad Devils Elbow

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: Tram Properties, Inc., P.O. Box 1024, Addison, IL

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*Exterior wall materials: Stone *40*Other materials: *20*Roof shapes: Gable *6B*Roof materials: Asphalt *63*

Roof features:

Foundation materials: Stone *40*Porches: *51*Plan: Rectangle *RC*

Further description: A colorful "giraffe rock" building, the former cafe has a sandstone slab veneer, randomly laid with light-colored flush mortar joints. Side-gabled beneath a broadly pitched roof with exposed rafter tails, the building has a single center entry with a gabled hood supported by triangular knee braces. Flanking the entry are two large multi-pane windows; one is double-hung and the other is fixed with casement sidelites. On the west end of the building is a concrete block wall, all that remains of the west end of the building, which was destroyed by fire around 1969.

Site: Bennett's Catfish Cafe, Clementine vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman

Vernacular type: Single entry with display windows 64

Construction date: ca. 1948

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Restaurant 026

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: This building is the second location of Bennett's Catfish Cafe. The first was established by Paul and Gladys Bennett in 1943 on the north side of Route 66 in Doolittle. There was a gas station associated with the restaurant. The Bennett home was adjacent to the restaurant and behind it was Bennett's Tabernacle, where Paul Bennett, an evangelist, held camp meetings. Paul Bennett died in 1951. The realignment of Route 66 bypassed the Doolittle location in 1952, so Mrs. Bennett relocated the restaurant to this giraffe rock building on the new highway. The Bennett family operated the second catfish restaurant at this location until 1966, when the construction of I-44 cut off direct access to the property. A large portion of the building was destroyed by fire around 1969. The remaining part is now used as a salvage store.

Description of environment and outbuildings: Located on a dead end stretch of the South Outer Road, approximately 1/4 mile east of Highway J. On the north side of the road, with a short concrete retaining wall running the width of the lot. A gravel drive is on the east side of the building.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John F. Bradbury of the Western Historical Manuscripts Collection, UMR; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; photographs from the collection of Pauline Bennett Badger (Rolla, MO), interviewed by John F. Bradbury in April 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



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SW-AS-014-169

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.012

Roll/frame: 45/23

Historic name: Ramsey's Garage

Other name: Centerville Garage

Address: Eisenhower Dr.

City: Doolittle

County: Phelps

Vicinity: X

Section: 12

Township: 37N

Range: 8W

Quad Rolla

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Leo & Mary Christopher, Rt. 3, Box 42, Rolla, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Concrete block 65

Other materials: Brick 30

Roof shapes: Gable 6B PR

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Irregular 1R

Further description: The front facade of this concrete block garage sits parallel to the road, but the structure behind it is built at an angle to the road, giving the building an unusual shape. The falsefront wall is stepped, with clay tile coping along the roofline. Surface ornament is confined to the brickwork at the corners of the building, which is staggered to give the appearance of quoins. There is also a single brick soldier course over front door and window openings. There is one service bay on the front facade, two single entries and three large display windows. Another service door is located on the east elevation.

Site: Ramsey's Garage, Doolittle vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1941

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Briefly known as the Centerville Garage -- so named because it is halfway between Rolla and Newburg -- this business was established in 1927 by Monroe and Hattie Ramsey. The existing building appears, however, to have been constructed at a later date, possibly in response to the demand for services generated by the nearby military base. According to a 1944 newspaper article, the two-mile stretch of road leading into Doolittle was a hotbed of activity when, in 1941, construction began on Fort Leonard Wood. "That whole area became a boom town as thousands of workmen poured in for the luscious wages. They slept anywhere they could get a roof to cover them. In some places the beds never grew cold as workers coming off each shift shared occupancy" (St. Louis Globe-Herald, 9 July 1944). To meet the needs of that working force -- and, later, to the families of the men training there -- seven tourist camps were built in the Centerville vicinity between 1941 and 1944. Naturally, other businesses followed. Approximately 250 yards to the east of Ramsey's, Louis Hargis built a tourist camp in 1944-45, with a filling station, cabins, and a roller rink. The roller rink is still standing, as are the remnants of several cabins behind the Ramsey Garage, reminders of the furious activity inspired by Fort Wood's construction. Riding the wave of prosperity, the Ramsey's operated the garage here until the 1950's, when Route 66 was relocated.

Description of environment and outbuildings: Located on a flat lot on the south side of Eisenhower Blvd. at the eastern limits of Doolittle. The remnants of three cabins -- two frame and one stone -- are scattered to the rear of the building. A non-contributing residence is to the west of the garage.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; highway planning maps from the collection of Elgin Engineering, Rolla, MO; interview with Dorothy Hargis (Rolla, MO) by John F. Bradbury in April, 1993; article on the naming of Doolittle in the St. Louis Globe-Democrat on 9 July 1944.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-170

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.013

Roll/frame: 16/13

Historic name: Hudson Oil Company *Building*

Other name: Dan Malone's Service Station

Address: Eisenhower Dr.

City: Doolittle

County: Phelps

Vicinity:

Section: 11

Township: 37N

Range: 9W *Quad Newburg*

Quarter sections: SE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Dan Malone, Rt. 6, Box 117, Rolla, MO

Resource type: Building

Stories: 1

Structural system: *UD*

Exterior wall materials: Asbestos shingle *63*

Other materials:

Roof shapes: Shed *SE PR.*

Roof materials: Undetermined; asphalt *99*

Roof features:

Foundation materials: Concrete *65*

Porches: *AW*

Plan: L-shape

Further description: A simple rectangular building with shed roof and parapet wall on front and side elevations. A single off-center door and six-lite display window are on the front facade. A shallow pent roof with asphalt shingles runs the full width of the front facade. There is an applied sign over this which reads "Malone's Service Station." On the side elevations are 6/1 and 1/1 double-hung windows. There is a gabled hood with knee braces on the east elevation, the door opening beneath it having been enclosed. Further back is an outside entrance to the attached living quarters which extend off the rear and west side of the building.

Site: Dan Malone's Service Station, Doolittle

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: Hudson Oil Co.

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: 1941

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to the current owner, this small filling station was built in 1941 by the Hudson Oil Company, a Texas-based operation. Dr. R.A. Benitez, a Rolla dentist, owned the building in the late forties. Dan Malone purchased the business in 1952, and since that time has carried Tidewater, Flying-A and Cities Service products. At one time, there were twelve pumps on site, as well as a restaurant on the east side of the property. The restaurant was leased to various operators over the years. With improvements to Highway T in the early 1960's, the restaurant was demolished. The owner's brother, Pat, continues to operate the business.

Description of environment and outbuildings: Located on a very flat, paved lot at the northwest corner of Eisenhower Drive and Truman Street (Hwy. T). A non-contributing wood frame shed is located behind the garage.

Sources of information: County property records; interview with Dan Malone (Doolittle, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



Malone's SERVICE STATION

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26

SW-AS-014-171

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.015 **Roll/frame:** 16/19

Historic name: T & T Cafe and Garage

Other name: I-44 Antique Mall and Flea Market

Address: Eisenhower Dr.

City: Doolittle

County: Phelps

Vicinity:

Section: 10

Township: 38⁷N

Range: 9W Quad Newburg

Quarter sections: NW 1/4

Acreage:

Ownership: Private

Owner's name/address: Cherry Simpson & Charles Barnes, Rt. 1, Box 9, Newburg, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Concrete block 65

Other materials:

Roof shapes: Hipped HP

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: Constructed of concrete block, this garage/cafe has a broad, low-pitched roof and very tall walls. The rear elevation has no windows, presenting an unbroken concrete block wall. There are four garage door bays on the north elevation, along with several service entries. At the west end of the building there is a single entry with several large single-lite display windows. Originally a transitional moderne style with rounded central service bay, the building has since been stripped of all surface ornamentation. Alterations include the addition of an office area on the west end, removal of the central bay, and reconstruction of the original flat roof.

Site: T & T Garage and Cafe, Doolittle

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1952

Alteration date: West bay addition, date unknown; flat roof raised ca. 1980

Historic function: Commerce/trade 02 16 02

Historic subfunction: Specialty store; restaurant 02 E 16 D 02 G

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The T & T -- named for Tabor and Terrill -- was constructed in 1952 by Joe and Ruth Tabor. The Tabors had come to Doolittle from the Kansas City area after World War II to operate a nearby business called Joe's Place. When 66 was realigned to the north, the Tabors built the T & T, which faces north toward the new highway route. Joe Tabor died in 1956, after which the Hamilton Oil Company took over management of the building. The Hamilton Company subsequently leased the cafe and service station to various operators. The current owner now operates a flea market and antique mall in the building.

Description of environment and outbuildings: Located on a narrow lot between old Route 66 (now Eisenhower Dr.) and I-44, the building is now accessible only from the local road, although it is oriented towards the new highway. Surrounded by open gravel parking.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; highway planning maps from the collection of Elgin Engineering, Rolla, MO; interview with Ruth Tabor (Cuba, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



FLEA MARKET

COLLECTIBLES ANTIQUES



SW-75-014-172

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.014 **Roll/frame:** 16/14

Historic name: Doolittle Service Station

Other name: Elmer Hayes Garage, Paul Wofford Garage, Mathis Garage

Address: Martin Spring Drive

City: Doolittle

County: Phelps

Vicinity:

Section: 10

Township: 38⁷N

Range: 9W Quad Newburg

Quarter sections: NW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Luther & Orpha Mathis, Route 2, Newburg, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Tin *54*

Other materials:

Roof shapes: Gable; shed *CB PR SD*

Roof materials: Metal *50*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Rectangle *RC*

Further description: A single-bay garage with stepped falsefront wall, this building is sheathed with pressed metal siding. The siding has a rock-faced block pattern with raised mortar joints. Windows on side elevations are 6/6 double-hung. There is a single off-center entry and 12/12 double-hung window on the front facade. There is a large sliding door on tracks across the front facade for car entry.

Site: Mathis Garage, Doolittle

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1925

Alteration date: 0000

Historic function: Commerce/trade 22 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: This garage was probably built in the mid-twenties in anticipation of, or shortly after, completion of paving of Route 66 in Doolittle. At one time a service station with gas pumps was located on the adjacent lot to the west; the station was destroyed by fire in the 1950's. Sometime in the late thirties or early forties -- before their present church building was constructed in Doolittle -- the garage was used as temporary meeting place of the Bible Baptist Church. Elmer Hayes operated the garage here from the forties until 1952, when Paul Wofford became operator. Sam Mathis bought the property around 1960 and operated a garage into the early seventies, when his son, Luther Mathis, assumed ownership. It is presently non-commercial.

Description of environment and outbuildings: Located on a curving bend along Martin Spring Drive, on the western outskirts of Doolittle and across the street from the T & T Cafe. The building fronts almost directly on the road. There is a gravel drive on the east side of the building and a short drive into the front bay opening.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; highway planning maps from the collection of Elgin Engineering in Rolla, MO; interview with Luther Mathis (Newburg, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-173

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.020a

Roll/frame: 19/32

Historic name: Stonydell Cabin

Other name: Stonydell Cabins

Address: Hwy. D

City: Jerome

County: Phelps

Vicinity:

Section: 24

Township: 37N

Range: 10W Quad Newburg

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: George & Donna Widener, Box 9, Jerome, MO

Resource type: Building

Stories: 1

Structural system: Wood frame WK

Exterior wall materials: Stone 40

Other materials: 40

Roof shapes: Gable GB

Roof materials: Tin 5A

Roof features:

Foundation materials: Concrete 65

Porches: Full FK

Plan: Rectangle RC

Further description: Built on a hillside overlooking the old highway, this is one of a cluster of eight structures associated with the Stonydell Swimming Pool and Park complex which once stood on the south side of the road. This small, one-room cabin is side-gabled with a continuous full porch overhang in front supported by a deep stone foundation topped with three large, square piers. The cabin is faced with random rubble stone. There is an off-center single entry on the front facade, with paired four-lite casement windows to the right of the door. Similar windows are on the west elevation as well.

Site: Stonydell Cabins, Jerome vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: George & Vernon Prewett, George Badger

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1935

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation; entertainment/recreation 290 120

Significant person(s):

Significant event date:

History and significance: Stonydell, described by Rittenhouse as "a popular Ozark resort" (p. 26), was a destination point for locals and highway travellers from around 1931-52. Owned, operated and built by George Prewett and his son, Vernon, the complex was described in news reports as "one of the beauty spots of Phelps County" (Rolla Herald, 13 June 1935), boasting a swimming pool, two-story stone bath house, rock fountain, restaurant, and landscaped garden and picnic grounds. The handiwork of the Prewetts, who were stonemasons, and George Badger, Stonydell carpenter, is still much in evidence, although most of the resort was demolished for construction of I-44 in 1966. This cluster of buildings on the north side of the old highway includes several cabins and two commercial buildings, all of them now vacant.

Description of environment and outbuildings: Built on a terraced hillside on the north side of Highway D. The building is accessed by way of a flagstone path which leads from the road and passes beneath a stone archway. The path wraps around the cabin and back into the woods beyond. The archway and a retaining wall are built of native stone using a variety of textures and patterns.

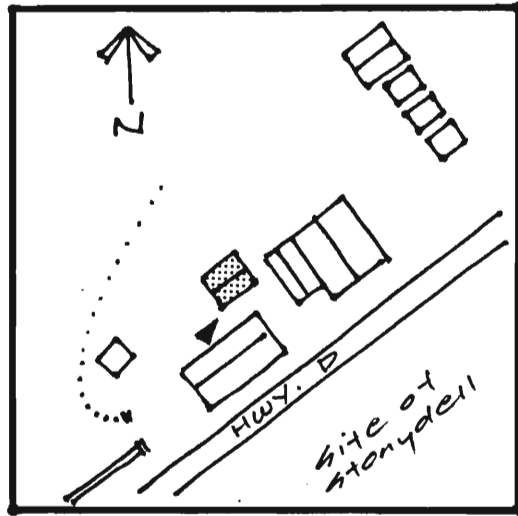
Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; highway project maps, from the collection of Elgin Engineering in Rolla, MO; interviews with Fred Widener (Edgar Springs, MO) and Robert Badger (Rolla, MO) by John F. Bradbury in April 1993; Van Beydler, "Stonydell Swimming Pool," Old Settlers Gazette, Vol. 9 (1991).

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Site: Stonydell Cabins, Jerome vicinity

Location map:





SW-AS-014-174

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.020b **Roll/frame:** 19/30

Historic name: Stonydell Bus Station

Other name: Stonydell Bus Station, Granny's Vittles

Address: Hwy. D

City: Jerome

County: Phelps

Vicinity:

Section: 24

Township: 37N

Range: 10W Quad Newburg

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: George & Donna Widener, Box 9, Jerome, MO

Resource type: Building

Stories: 1

Structural system: Wood frame WU

Exterior wall materials: Stucco U1

Other materials: Wood, stone, weatherboard 20 40

Roof shapes: Gable GB

Roof materials: Asphalt U3

Roof features:

Foundation materials: Concrete U5

Porches:

Plan: Rectangle RC

Further description: Construction details suggest that this building may have been built in two phases, or that the two ends of the building were joined at some later date. The indicator here is the foundation half-wall: on the east and west ends of the building, the foundation has a smooth-faced limestone slab veneer, but the middle section is built of a rough-faced random rubble. The whole is covered by a single side-gabled roof with exposed rafters. Upper walls are half-timbered, with rough vertical wood members and stucco infill. Between the timber framing are two four-lite windows in the middle section; a ribbon of single-pane windows wraps around the front east corner of the building. There is weatherboard siding on the east elevation and on the west gable end. There is a secondary door on the west elevation.

Site: Stonydell Bus Station, Jerome vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: George & Vernon Prewett, George Badger

Architectural style: Tudor Revival

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1935

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation; entertainment/recreation 290 120

Significant person(s):

Significant event date:

History and significance: Stonydell, described by Rittenhouse as "a popular Ozark resort" (p. 26), was a destination point for locals and highway travellers from around 1931-52. Owned, operated and built by George Prewett and his son, Vernon, the complex was described in news reports as "one of the beauty spots of Phelps County" (Rolla Herald, 13 June 1935), boasting a swimming pool, two-story stone bath house, rock fountain, restaurant, and landscaped garden and picnic grounds. The handiwork of the Prewetts, who were stonemasons, and George Badger, Stonydell carpenter, is still much in evidence, although most of the resort was demolished for construction of I-44 in 1966. This cluster of buildings on the north side of the old highway includes several cabins and two commercial buildings, all of them now vacant. Alternately a restaurant and curio shop, this building also served as a Trailways bus station in the 1930's.

Description of environment and outbuildings: Located at the base of a wooded hillside on the north side of Highway D, less than twenty feet off the road. A standing sign is mounted on the front roof ridge, an attached sign on the east gable end. A concrete stoop extends the full width of the building facade. An ornamental "fish pond" on the west end of the building is constructed of random rubble stone.

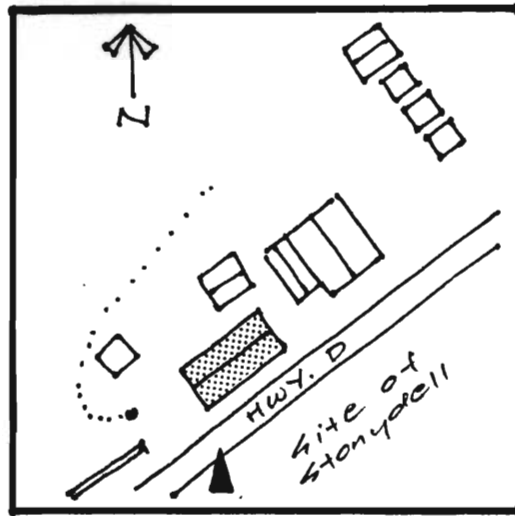
Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; highway project maps, from the collection of Elgin Engineering in Rolla, MO; interviews with Fred Widener (Edgar Springs, MO) and Robert Badger (Rolla, MO) by John F. Bradbury in April 1993; Van Beydler, "Stonydell Swimming Pool," Old Settlers Gazette, Vol. 9 (1991).

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Site: Stonydell Bus Station, Jerome vicinity

Location map:





SW-AS-014-175

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.020c **Roll/frame:** 17/29

Historic name: Stonydell Building

Other name: Bear's Den, Bushwhacker

Address: Hwy. D

City: Jerome

County: Phelps

Vicinity:

Section: 24

Township: 37N

Range: 10W Quad Newburg

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: George & Donna Widener, Box 9, Jerome, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *wu*

Exterior wall materials: Weatherboard *21*

Other materials:

Roof shapes: Gable *GB*

Roof materials: Tin *59*

Roof features:

Foundation materials: Concrete *65*

Porches: Full *F4*

Plan: Irregular *1R*

Further description: Two separate buildings have been combined here under a single roof. Both wood frame structures have wood lap siding, cornerboards, 1/1 double-hung windows, and a full porch overhang. The larger of the two buildings sits closer to the road. Set on a tall poured concrete foundation wall, the porch is elevated several feet off the ground, a four-step stairway leading up to it from both sides of the building. Two simple, battered posts with caps support the front-facing gabled porch, a single rail between them. A single center entry is flanked by two four-lite display windows. The smaller building, set back from the main building approximately ten feet, also has a front porch with simple square supports and a single front entry. There are no windows on the front facade. The buildings are joined at the eaves, forming a butterfly roofline.

Site: Bear's Den, Jerome vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: George Badger

Architectural style: Craftsman/bungalow

Vernacular type: Single entry with display windows 64

Construction date: ca. 1935

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Specialty store; restaurant 03E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Stonydell, described by Rittenhouse as "a popular Ozark resort" (p. 26), was a destination point for locals and highway travellers from around 1931-52. Owned, operated and built by George Prewett and his son, Vernon, the complex was described in news reports as "one of the beauty spots of Phelps County" (Rolla Herald, 13 June 1935), boasting a swimming pool, two-story stone bath house, rock fountain, restaurant, and landscaped garden and picnic grounds. The handiwork of the Prewetts, who were stonemasons, and George Badger, Stonydell carpenter, is still much in evidence, although most of the resort was demolished for construction of I-44 in 1966. This cluster of buildings on the north side of the old highway includes several cabins and two commercial buildings, all of them now vacant.

Description of environment and outbuildings: Set at the bottom lip of a hillside bowl, this is one of eight structures once associated with the Stonydell Swimming Pool and Park complex. Located on the north side of Highway D, approximately 1/4 mile west of the Gasconade River bridge. A wire fence and gate now follow the front property line. A standing sign reading "Gas, Food, Bait, Handmade Gifts" is standing on the east roof pitch.

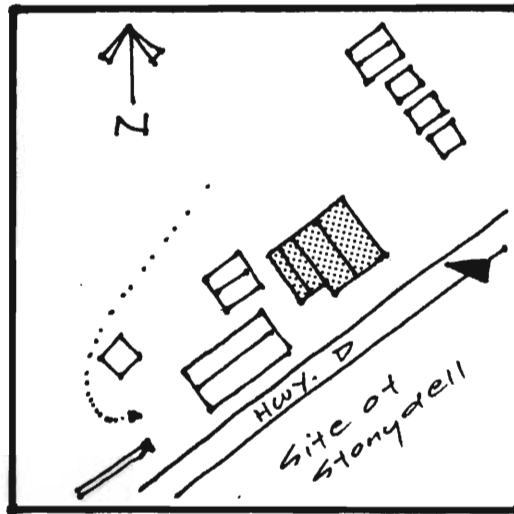
Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; highway project maps, from the collection of Elgin Engineering in Rolla, MO; interviews with Fred Widener (Edgar Springs, MO) and Robert Badger (Rolla, MO) by John F. Bradbury in April 1993; Van Beydler, "Stonydell Swimming Pool," Old Settlers Gazette, Vol. 9 (1991).

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Site: Bear's Den, Jerome vicinity

Location map:





GAS FOOD BAIT HAND GIF MADE

OOKAN

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.020d **Roll/frame:** 17/33

Historic name: Stonydell Cabins #1-4

Other name: Stonydell Cabins, Arlington Schoolhouse

Address: Hwy. D

City: Jerome

County: Phelps

Vicinity:

Section: 24

Township: 37N

Range: 10W

Newburg

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: George & Donna Widener, Box 9, Jerome, MO

Resource type: Building

Stories: 1

Structural system: Wood frame

Exterior wall materials: Weatherboard

Other materials: Log

Roof shapes: Gable

Roof materials: Tin

Roof features:

Foundation materials: Earth

Porches: Full

Plan: Rectangle

#1-2	#2	#3-4
1	1	1
WU	WU	LC
21	21	GC
GB	GB	DB
59	59	59
99	99	99
R1	RC	RC
RC		

Further description: These four small cabins, now vacant and in poor condition, stand close together on the east side of an open, grassy lot. All of them have a front-facing gable roof with metal sheathing and a single front entry. The largest of them stands at the north end of the line and has a full recessed porch. Next to it is another cabin with weatherboard siding, exposed rafters and side windows. The last two cabins are constructed of logs, and have a deep front overhang that, unsupported, forms an entry cover. Single windows are located on the side elevations.

Site: Stonydell Cabins, Jerome vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1935

Alteration date: 0000

Historic function: Domestic; education 01

Historic subfunction: Hotel; school 010

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: Stonydell, described by Rittenhouse as "a popular Ozark resort" (p. 26), was a destination point for locals and highway travellers from around 1931-52. Owned, operated and built by George Prewett and his son, Vernon, the complex was described in news reports as "one of the beauty spots of Phelps County" (Rolla Herald, 13 June 1935), boasting a swimming pool, two-story stone bath house, rock fountain, restaurant, and landscaped garden and picnic grounds. The handiwork of the Prewetts, who were stonemasons, and George Badger, Stonydell carpenter, is still much in evidence, although most of the resort was demolished for construction of I-44 in 1966. This cluster of buildings on the north side of the old highway includes several cabins and two commercial buildings, all of them now vacant. The largest of these frame buildings is purported to be the Arlington Schoolhouse. According to Ruth Corder, the area where it is now located was once known as Tater Holler.

Description of environment and outbuildings: Located on the edge of a grassy field on the north side of Highway D, these are four of eight structures once associated with the Stonydell Swimming Pool and Park. Located near the bottom rim of a wooded bowl, the cabins run perpendicular to the road, the trees behind them forming a natural boundary. A wire gate and fence now follow the front property line.

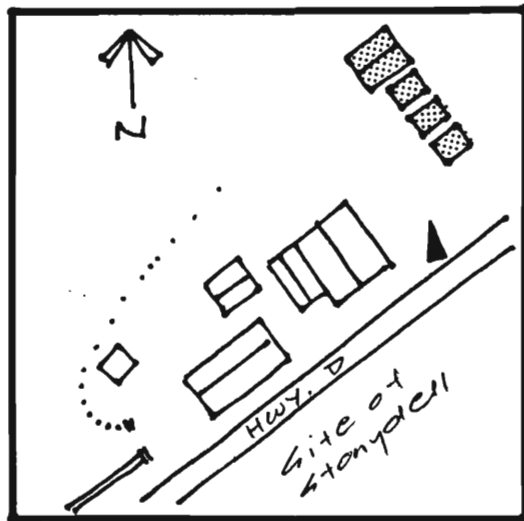
Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; highway project maps, from the collection of Elgin Engineering in Rolla, MO; interviews with Fred Widener (Edgar Springs, MO), Robert Badger (Rolla, MO), and Ruth Corder (Salem, MO) by John F. Bradbury in April and May of 1993; Van Beydler, "Stonydell Swimming Pool," Old Settlers Gazette, Vol. 9 (1991).

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Site: Stonydell Cabins, Jerome vicinity

Location map:





RV
PARK
1 MILE

SW-AS-014-177

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.021 **Roll/frame:** 17/25

Historic name: Happy Hill Cafe

Other name: Happy Hill Restaurant, Honey & Hot Biscuit Cafe

Address: Hwy. D

City: Jerome

County: Phelps

Vicinity: X

Section: 24

Township: 37N

Range: 10W

Newburg

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: Christopher Taber, 610 E. Springfield, Springfield, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *wu*

Exterior wall materials: Asphalt shingle *63*

Other materials:

Roof shapes: Gable, intersecting gable *CB 16*

Roof materials: Asphalt (composition rolled roofing) *63*

Roof features:

Foundation materials: Stone *40*

Porches: Other bay *OB OB*

Plan: Rectangle *RC*

Further description: This long, narrow building consists of two distinguishable parts. The east end of the building has three paired 6/6 double-hung windows and an off-center single entry on the front facade. At the front entry is a concrete stoop which is covered by a gabled porch supported by paired wood posts. There is a massive exterior chimney at the east end of the building constructed of random rubble fieldstone. The west end of the building is stepped down slightly, and so the ridgeline is broken in the center. Windows on this end are smaller than on the east end of the building. An intersecting front gabled roof at the end of this wing forms a T. Projecting off the front gable end is another single entry with stoop and gabled porch with supports. The two building parts sit on a continuous stone foundation. Built into a hillside, the wall extends up to the level of the window sills on the front facade.

Site: Happy Hill Cafe, Jerome vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1945

Alteration date: 00

Historic function: Commerce/trade 02

Historic subfunction: Restaurant 026

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The Happy Hill Cafe was one of several businesses in the area of Stonydell to serve the many visitors to the nearby swimming pool, park and picnic grounds. The restaurant may have been built by Ruth Laws, who owned the property in the fifties. Newspaper advertisements from that time herald the delicious barbecued pork, beef and ribs prepared there by Charles Thomas, "famous in this area for his barbecuing ability" (Rolla Herald, 29 May 1950). During the summer of 1950, a summer garden was featured and local radio personalities made an appearance at the restaurant. According to Ruth Corder, the building was also occupied at some time by the Honey & Hot Biscuit Cafe. The building is now vacant.

Description of environment and outbuildings: Nestled at the bottom of a hillside on the north side of Hwy. D, approximately 1/2 mile west of the Stonydell Swimming Pool and Park site.

Sources of information: County property records; highway project maps, from the collection of Elgin Engineering in Rolla, MO; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; interview with Ruth Corder (Salem, MO) by John Bradbury in May, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



SW AS-014-178

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.016a

Roll/frame: 16/23

Historic name: Gasser's Tourist Court (novelty shop/store)

Other name: Vernelle's Motel

Address: North Outer Rd.

City: Newburg

County: Phelps

Vicinity: X

Section: 8

Township: 37N

Range: 9W

Quad Newburg

Quarter sections: SW 1/4

Acreage: 1.93 acres

Ownership: Private

Owner's name/address: Nye Goodridge, Rt. 2, Box 109, Newburg, MO

Resource type: Building

Stories: 1

Structural system: Wood frame WU

Exterior wall materials: Asphalt shingle L3

Other materials:

Roof shapes: Clipped gable CG

Roof materials: Asphalt L3

Roof features:

Foundation materials: Concrete L5

Porches:

Plan: Rectangle RC

Further description: A large, broad building with clipped front gable roof and a single center entry flanked by four 9-lite casement windows. With similar windows on side elevations, the open interior is flooded with light. Set on a sloped site, the building has a deep foundation wall on the west side. There is a secondary entrance on this west elevation. A concrete stoop with metal handrail leads to the front door. The building is sided with asphalt shingles.

Site: Gasser's Tourist Court, Newburg vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1940

Alteration date: Moved ca. 1952

Historic function: Commerce/trade 02

Historic subfunction: Specialty store, department store 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: E.P. Gasser is the first known operator of this roadside stop, which originally included a filling station and store, six cabins (see PH.16b), and this novelty shop. In the late thirties and forties, this wood frame building was Gasser's novelty shop. Later, groceries and cold sodas were sold from the building. In 1952, the property was purchased by Fred and Vernelle Gasser, who added a restaurant and motel to the site. With the realignment of the highway around 1957, the restaurant was demolished and the Gasser's sold the property. Moving to Rolla, they subsequently owned and operated the Colonial Village on the 66 business loop at the north end of town. Although the motel is still in operation, the novelty shop is not in use.

Description of environment and outbuildings: Located on an elevated site on the north side of the North Outer Road, approximately 1-1/2 miles east of Arlington. One of five contributing resources on the site.

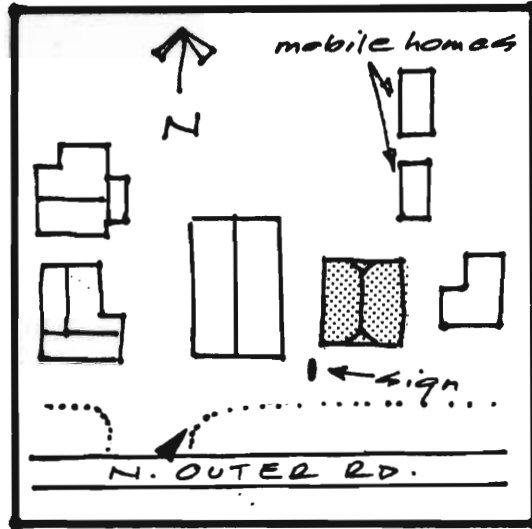
Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; highway planning maps from the collection of Elgin Engineering, Rolla, MO; interview with Vernelle Gasser (Rolla, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Site: Gasser's Tourist Court, Newburg vicinity

Location map:





MOTEL

MOTEL

Vernelle's

BUDGET
RATES

PEPS

SW-AS-014-179

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.016b **Roll/frame:** 16/30

Historic name: Gasser's Tourist Court (cabin)

Other name: Vernelle's Motel

Address: North Outer Rd.

City: Newburg

County: Phelps

Vicinity: X

Section: 8

Township: 37N

Range: 9W Quad Newburg

Quarter sections: SW 1/4

Acreage: 1.93 acres

Ownership: Private

Owner's name/address: Nye Goodridge, Rt. 2, Box 109, Newburg, MO

Resource type: Building

Stories: 1 - 1

Structural system: Wood frame WU

Exterior wall materials: Weatherboard 21

Other materials: 20

Roof shapes: Complex CM

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete block 65

Porches: Metal awning AW

Plan: L-shape LS

Further description: A small, L-shaped residence, this may in fact be two cabins or three that were combined at the time of the highway realignment. The front part of the building has drop lap siding and cornerboards, low-pitched hip roof with exposed rafters, 1/1 double hung windows, and a single off-center entry with a small horizontal sliding window immediately next to it. The wing on the back of the cabin has narrow weatherboard siding and gabled roof; all construction details are otherwise the same as in front. There is a concrete stoop in front, a metal awning over the door.

Site: Gasser's Tourist Court, Newburg vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1940 0000

Alteration date: Moved ca. 1957

Historic function: Commerce/trade 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: E.P. Gasser is the first known operator of this roadside stop, which originally included a filling station and store, six cabins, and a novelty shop. In 1952, the property was purchased by Fred and Vernelle Gasser, who added a restaurant and motel to the site. With the realignment of the highway around 1957, the restaurant was demolished and the Gasser's sold the property. Moving to Rolla, they subsequently owned and operated the Colonial Village on the 66 business loop at the north end of town. At the time of the highway realignment, all of the cabins but this one were removed. It is presently a rental property.

Description of environment and outbuildings: Located on an elevated site on the north side of the North Outer Road, approximately 1-1/2 miles east of Arlington. One of five contributing resources on the site.

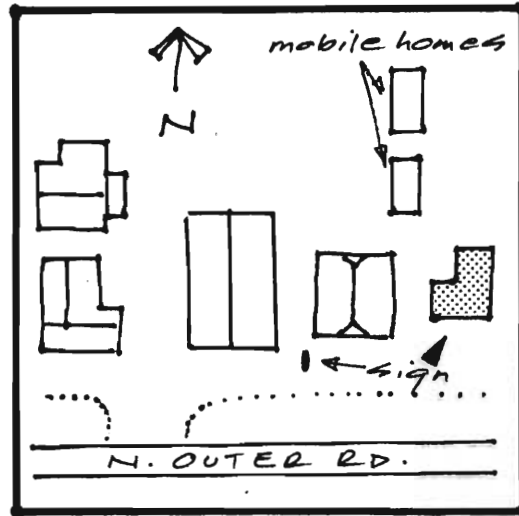
Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; highway planning maps from the collection of Elgin Engineering, Rolla, MO; interview with Vernelle Gasser (Rolla, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Site: Gasser's Tourist Court, Newburg vicinity

Location map:





SW-AS-014-180

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.016c

Roll/frame: 16/26, 16/23

Historic name: Gasser's Tourist Court (motel)

Other name: Vernelle's Motel

Address: North Outer Rd.

City: Newburg

County: Phelps

Vicinity: X

Section: 8

Township: 37N

Range: 9W Quad Newburg

Quarter sections: SW 1/4

Acreage: 1.93 acres

Ownership: Private

Owner's name/address: Nye Goodridge, Rt. 2, Box 109, Newburg, MO

Resource type: Building

Stories: 1-1

Structural system: Wood frame WU

Exterior wall materials: Wood, asphalt shingle 20 63

Other materials: Wood

Roof shapes: Gable; intersecting gable 6B 1C

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Full AW

Plan: L-shape; rectangle RC

Further description: The 12-unit motel and office building were both constructed around 1952, and both are designed in a period ranch style that stands in stark contrast to the older buildings on site. The motel is double-sided, with a low-pitched front gable roof that extends out over the concrete walkway on each side of the building, creating a full porch overhang. In this building, each of the twelve units has a single front entry with a large single-pane window flanked by 1/1 double-hung wood sash. The whole is sheathed with asphalt shingle (dark-colored shingles on bottom, light ones on top). The office building is side-gabled. Like the motel, it has a broad-pitched roof with front porch overhang. The porch has cantilevered square post supports and a scalloped "fascia." There is similar scalloped wood panelling on the gable end of the building. Beneath it, the office area has large display windows which look out onto the center circular gravel drive. A cross-gable wing extends off the back side of the building.

Site: Gasser's Tourist Court, Newburg vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Other (Ranch)

Vernacular type: Other vernacular commercial building 69

Construction date: 1952-53

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: E.P. Gasser is the first known operator of this roadside stop, which originally included a filling station and store, six cabins, and a novelty shop. In 1952, the property was purchased by Fred and Vernelle Gasser, who added a restaurant and motel to the site. With the realignment of the highway around 1957, the restaurant was demolished and the Gasser's sold the property. Moving to Rolla, they subsequently owned and operated the Colonial Village on the 66 business loop at the north end of town. At the time of the highway realignment, the motel office may have been moved. The office is now the residence of the owner. The motel is used for apartment rentals.

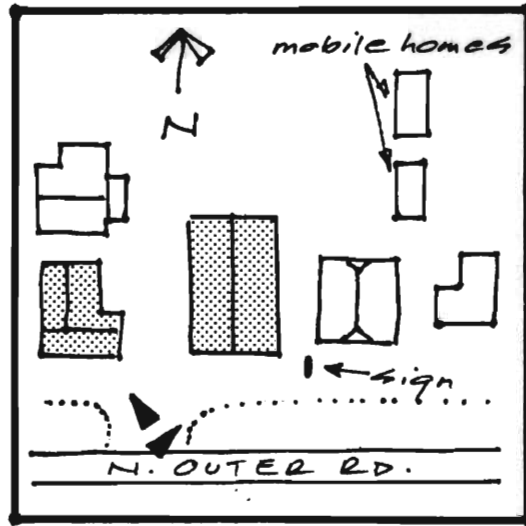
Description of environment and outbuildings: Located on an elevated site on the north side of the North Outer Road, approximately 1-1/2 miles east of Arlington. One of five contributing resources on the site.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; highway planning maps from the collection of Elgin Engineering, Rolla, MO; interview with Vernelle Gasser (Rolla, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-A5-014-181

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.017a **Roll/frame:** 17/3

Historic name: John's Modern Cabins #1 - #6

Other name:

Address: North Outer Road

City: Newburg

County: Phelps

Vicinity: X

Section: 8

Township: 37N

Range: 9W Quad Newburg

Quarter sections: SW 1/4

Acreage: 1.68 acres

Ownership: Private

Owner's name/address: Loretta Ross, Rt. 6, Box 20, St. Charles, MO

Resource type: Building

Stories: 1

Structural system: Log construction; wood frame

Exterior wall materials: Log; asphalt shingle

Other materials: Plywood

Roof shapes: Gable

Roof materials: Asphalt

Roof features:

Foundation materials: Concrete block

Porches:

Plan: Rectangle

#1-2	#3	#4-6
1	1-1	1
LC	LC W4	W4
23	23 21	63
CB	GB GB	GB
63	63	63
65	65	65
RC	ST	RC
	RC	

Further description: There are three log cabins and three shingle-sided cabins on this site, all of them simple one- or two-room structures. Log walls are saddle notched and chinked with a hard mortar. Each cabin has a single off-center entry and four-lite or 2/2 window on the front and side elevations. The largest of the three log cabins has a gabled single-room addition on back and a gabled hood over the front door. All are vacant and in very poor condition.

Site: John's Modern Cabins, Newburg vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Rustic

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1935

Alteration date: Moved ca. 1952

Historic function: Domestic 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: In speaking of this area of the Ozarks, Rittenhouse says in 1946 that the small tourist camps therein "were not built for the cross-country tourist as much as for the week-end tourists from Saint Louis, for whom the Ozarks is a great playground ... Hence, accommodations at times may be a little more Spartan than the deluxe courts for tourists usually found" (p. 26). Like several sites nearby, the realignment of the highway around 1952 had a considerable impact on these small businesses. According to highway planning maps from that time, several cabins, a filling station/store, and a novelty shop (see PH.017b) were demolished or moved by the owner to accommodate the road construction. Thus the present configuration of buildings is not original. The first known owner is John Dausch, who retired to Phelps County with his wife around 1951 from the Chicago area. Mrs. Dausch died in the mid-fifties, and Mr. Dausch continued to operate the business until the late fifties. The site is now abandoned and very deteriorated, a picturesque ruin plainly visible from nearby I-44.

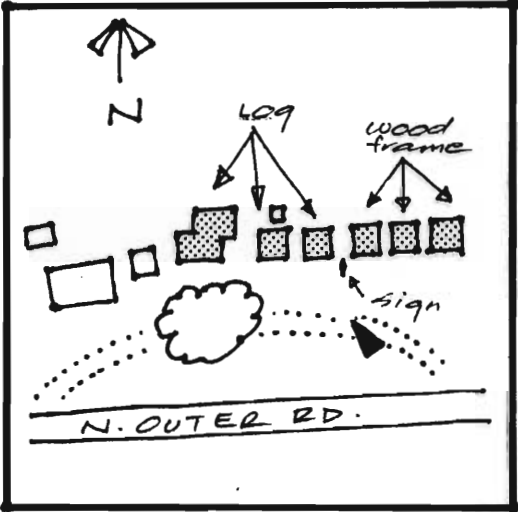
Description of environment and outbuildings: Located on the north side of the North Outer Road, which runs directly parallel to I-44 for several miles and then dead-ends. Set back off the road in a wooded, overgrown lot. A total of seven contributing buildings are located on this site, including a novelty shop and six cabins. A privy is located behind the largest of the three log cabins.

Sources of information: County property records; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; highway planning maps from the collection of Elgin Engineering, Rolla, MO; interview with Vernelle Gasser (Rolla, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Location map:





ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.017b **Roll/frame:** 17/8

Historic name: John's Modern Cabins (novelty store)

Other name:

Address: North Outer Road

City: Newburg

County: Phelps

Vicinity: X

Section: 17

Township: 37N

Range: 9W Quad Newburg

Quarter sections: NW 1/4

Acreage:

Ownership: Private

Owner's name/address: Loretta Ross, Rt. 6, Box 20, St. Charles, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *wu*

Exterior wall materials: Stucco *61*

Other materials:

Roof shapes: Flat *F+*

Roof materials: Undetermined *99*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Rectangle *RC*

Further description: A simple, boxy building with smooth stucco walls, a single front entry, and six-lite casement windows. The door and most windows are missing. The building is in very poor condition. A small utility building stands immediately adjacent to the office.

Site: John's Modern Cabins, Newburg vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1935

Alteration date: Moved ca. 1952

Historic function: Commerce/trade 02

Historic subfunction: Specialty store 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: In speaking of this area of the Ozarks, Rittenhouse says in 1946 that the small tourist camps therein "were not built for the cross-country tourist as much as for the week-end tourists from Saint Louis, for whom the Ozarks is a great playground ... Hence, accommodations at times may be a little more Spartan than the deluxe courts for tourists usually found" (p. 26). Like several sites nearby, the realignment of the highway around 1952 had a considerable impact on these small businesses. According to highway planning maps from that time, several cabins, a filling station/store, and this novelty shop were demolished or moved by the owner to accommodate the road construction. Thus the present configuration of buildings is not original. The first known owner is John Dausch, who retired to Phelps County with his wife around 1951 from the Chicago area. Mrs. Dausch died in the mid-fifties, and Mr. Dausch continued to operate the business until the late fifties. The site is now abandoned and very deteriorated, a picturesque ruin plainly visible from nearby I-44.

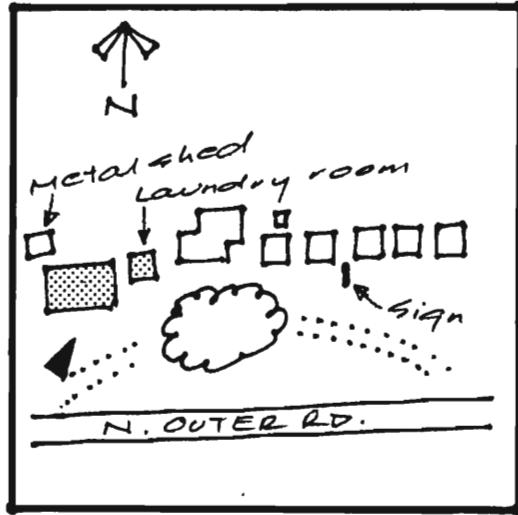
Description of environment and outbuildings: Located on the north side of the North Outer Road, which runs directly parallel to I-44 for several miles and then dead-ends. Set back off the road in a wooded, overgrown lot. A total of seven contributing buildings are located on this site, including this small commercial building and six cabins. A privy is located behind the largest of the three log cabins. A pole-mounted sign stands next to the log cabins.

Sources of information: County property records; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; highway planning maps from the collection of Elgin Engineering, Rolla, MO; interview with Vernelle Gasser (Rolla, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-183

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.018

Roll/frame: 17/12

Historic name: Totem Pole Tourist Camp and Cafe

cabins #1 - #3

Other name:

Address: North Outer Rd.

City: Newburg

County: Phelps

Vicinity: X

Section: 18

Township: 37N

Range: 9W

Quad Newburg

Quarter sections: NE 1/4

Acreage:

Ownership: Private

Owner's name/address: Paul & Myree Herbig, Rt. 2, Vox 437, Newburg, MO

Resource type: Building

Stories: 1

Structural system: Log construction *LC*

Exterior wall materials: Log *23*

Other materials:

Roof shapes: Gable *GB*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches: Full *F4*

Plan: Rectangle *RC*

Further description: Three cabins of saddle notch log construction have a single center entry covered by a full, hipped porch roof. Rafters are exposed beneath the front-gabled roof. A single three-lite window is on the side elevations. The residence on site, significantly altered, is a non-contributing resource.

Site: Totem Pole Tourist Camp, Newburg vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Rustic

Vernacular type: Other vernacular commercial building 69

Construction date: 1933

Alteration date: Moved ca. 1952

Historic function: Commerce/trade 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: In speaking of this area of the Ozarks, Rittenhouse wrote in 1946 that the small tourist camps therein "were not built for the cross-country tourist as much as for the week-end tourists from Saint Louis, for whom the Ozarks is a great playground ... Hence, accommodations at times may be a little more Spartan than the deluxe courts for tourists usually found" (p. 26). The Totem Pole camp was built by Harry Cochran in 1933. Before it was displaced by road construction, a signature totem pole stood in front of the business. By the fifties, the Totem Pole consisted of a novelty shop, cafe, filling station, six cabins, and a shower house. Operators in the fifties were Charles and Velma Huntington (1954-57) and Ralph Jones (1957-63). When the highway was realigned around 1952, only six buildings survived: four log cabins (which were moved, one was recently demolished), the residence (significantly altered), and the split-log novelty shop, which sits on the opposite side of I-44. In 1963, Ralph Jones moved the novelty business closer to Rolla (to what is now the Gauntlet Paint store), and then to its current location on I-44 east of Doolittle, still under the name of Totem Pole. The cabins are now used for storage. The old novelty shop is vacant and in poor condition.

Description of environment and outbuildings: Located on the north side of the North Outer Road approximately two miles east of Arlington. The cabins sit close to the roadside, looking down onto I-44.

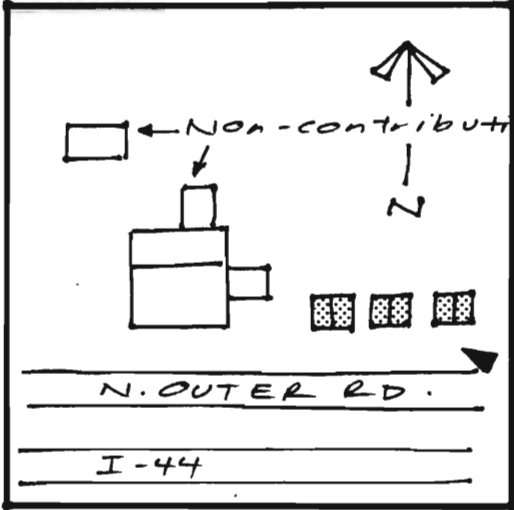
Sources of information: County property records; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; highway planning maps from the collection of Elgin Engineering, Rolla, MO; interview with Ralph C. Jones (Rolla, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Site: Totem Pole Tourist Camp, Newburg vicinity

Location map:





SW-AS-014-184

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.019

Roll/frame: 17/19

Historic name: Beacon Hill Tourist Camp & Restaurant

Other name: Beacon Hill Motel & Restaurant, Beacon Hill Snack Bar & Gifts

Address: North Outer Rd.

City: Newburg

County: Phelps

Vicinity: X

Section: 18

Township: 37N

Range: 9W Quad Newburg

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: Robert Roach, 698 Salem Ave., Rolla, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Asbestos shingle *63*

Other materials:

Roof shapes: Gable; intersecting gable *6B 16*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Irregular *1R*

Further description: Once composed of three cabin clusters, this building was reconfigured in fifties to its present appearance. A restaurant was once located at the east end of the building. There, a single entry is on the north elevation, flanked by several multi-lite display windows. On the gable end is a pent roof and a ribbon of four 1/1 double-hung windows. A cross-gabled wing extends off the back of the building at this end. Now a residence, this area has been significantly altered. The rest of the building contains motel rooms which open onto the driveway to the south, overlooking the old highway. Each has a single 4/1 double-hung window on this front facade. Sited on a sloped lot, the building is stepped down in three separate masses. Overhanging eaves on the gable end are supported by four triangular knee braces. The whole is sheathed with asbestos shingle siding.

Site: Beacon Hill Motel, Newburg vicinity

Architect/Designer/Engineer: .

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: ca. 1935

Alteration date: Cabins joined ca. 1955

Historic function: Commerce/trade; domestic 01 02

Historic subfunction: Restaurant; hotel 01D 02G

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The realignment of Route 66 around 1952 had a dramatic and sometimes devastating effect on the businesses along the highway in this area. In the case of the Beacon Hill complex, for instance, it meant the removal or demolition of a restaurant, filling station, garage and grease rack, well house, gas tank, residence and three small cabins. What remained were three cabin units. Those cabins were joined "shotgun" style to form the structure as presently configured. The original campsite is believed to have been constructed in the early thirties, operated at that time by Sam and Maggie Southard. According to a 1938 brochure, Beacon Hill was composed of nine unheated cabins, with community toilets available, for the price of \$1-1.50 per night. In 1945, the Rolla Herald announced that Mr. and Mrs. Frank Fore had returned from Detroit, Michigan, to take over their property, the Beacon Hill Tourist Camp. In later years, Beacon Hill was oriented more towards trucking traffic than tourist traffic, and stories about illegal gambling periodically appeared in the local papers. The building is now a private residence.

Description of environment and outbuildings: The last building on the North Outer Road dead end. The building sits on a bluff on the north side of I-44. Very isolated location. There is a non-contributing residence to the west of the motel building.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; highway planning maps from the collection of Elgin Engineering, Rolla, MO; postcard from the collection of John F. Bradbury in Rolla, MO.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



BEACON HILL
SNACK BAR & GIFTS
YARD ORNAMENTS
Chenille
RUGS
SPREADS

86-AS-014-185

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.008

Roll/frame: 15/44

Historic name: Bell Cafe and Bus Station

Other name: Happy House Child Care Center, Flea Market and Woodcrafts

Address: ^{U.S.} Hwy. 63

City: Rolla

County: Phelps

Vicinity:

Section: 1

Township: 37N

Range: 8W ^{Quad Rolla}

Quarter sections: SW 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: K. Lynn Granneman, P.O. Box 10, Rolla, MO

Resource type: Building

Stories: 1

Structural system: Undetermined ^{UD}

Exterior wall materials: Brick ³⁰

Other materials: Concrete block ⁶⁵

Roof shapes: Flat; hipped ^{FT PR HP}

Roof materials: Asphalt ⁶³

Roof features:

Foundation materials: Concrete ⁶⁵

Porches:

Plan: Irregular ^{IR}

Further description: Located on a corner lot, this building is shaped to match the obtuse angle of the intersecting roads. A corner entrance with double doors has been enclosed and is no longer serviceable. The principle entry is located, instead, on the north elevation, which looks onto Hwy. 63. Next to it is a single display window. At the roofline, above the window and door, is a band of decorative multi-colored hollow tile blocks. A bullet-shaped wing extends off this front elevation, with a ribbon of display windows wrapping around it. Built on top of a sloped site, there is a below-grade basement entry on the west elevation. All defining decorative and architectural elements have been removed from the building.

Site: Bell Cafe, Rolla

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Corner entrance 63

Construction date: ca.1927

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Restaurant 026

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Robert Bell and his wife owned and operated the Bell Cafe from the late 1920's until 1941, when it was purchased by Ted Bell (no relation). In addition to the cafe, the building served as a terminal for Greyhound and Missouri-Kansas-Oklahoma buses in the thirties and forties. There was considerable competition in the thirties with the Pickwick Bus Line, which stopped at the Pennant Terminal a short distance down the highway. As a result, a "modern, new" Greyhound depot was constructed in 1947 on the lot adjacent to the Bell Cafe to the east. Mr. and Mrs. Reg Waters gave up their lease at the Bell Cafe to move to the new building. The cafe closed in the fifties. Since then it has been a fraternity house, day care center and, in 1990, a flea market.

Description of environment and outbuildings: Located at the southeast corner of Elm Street and Hwy. 63 on a sloped, paved lot. The main route into town, and the first arterial from westbound I-44, this two-lane stretch of road is under intense development pressure. Surrounding the cafe/flea market are a variety of car-oriented businesses.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John F. Bradbury of the Western Historical Manuscripts Collection, UMR.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



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SW-AS-014-186

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.010a **Roll/frame:** 15/5

Historic name: Martin Spring Store

Other name:

Address: Martin Spring Drive

City: Rolla

County: Phelps

Vicinity: X

Section: 8

Township: 37N

Range: 8W Quad Rolla

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Virginia Martin, Rt. 6, Rolla, MO

Resource type: Building

Stories: 2

Structural system: Wood frame *wu*

Exterior wall materials: Asbestos shingle *63*

Other materials:

Roof shapes: Hipped *HP*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches: Stoop *6+*

Plan: Rectangle *60*

Further description: This two-story foursquare has a low-pitched hipped roof with exposed eaves, 1/1 windows (paired on the front facade), and asbestos shingle siding. The single off-center entry (three panel with single lite) is flanked by two 1/1 double-hung windows. A broad, gabled hood with knee braces covers the front stoop. There is a two-story shed addition on the back of the building.

Site: Martin Spring Store, Rolla

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman

Vernacular type: American Foursquare 01

Construction date: ca. 1920

Alteration date: Rear addition, date unknown 0000

Historic function: Domestic; commerce/trade 01 02

Historic subfunction: Single dwelling; specialty store 01A 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: This site -- and specifically the nearby springhouse -- is noted in the 1941 WPA guide as a point of interest along Route 66. In that guide, Martin's Spring was described as "one of many large springs in this region ... enclosed within a squat stone house, with a daily flow of approximately 840,000 gallons," the spring eventually feeding into Little Beaver Creek (p. 414). The residence/store and springhouse are now located on what was once the Bloom farm. The farm included a small dairy operation, products of which required cold storage such as that provided by the nearby springs. Before 1926, Bill Martin operated a store and gas station at this location. At one time, according to Ruth Corder, there were also cabins on site. Since Bill Martin's tenancy, there have been a number of operators. The building was converted to a residence with the construction of I-44, when access to the business was cut off.

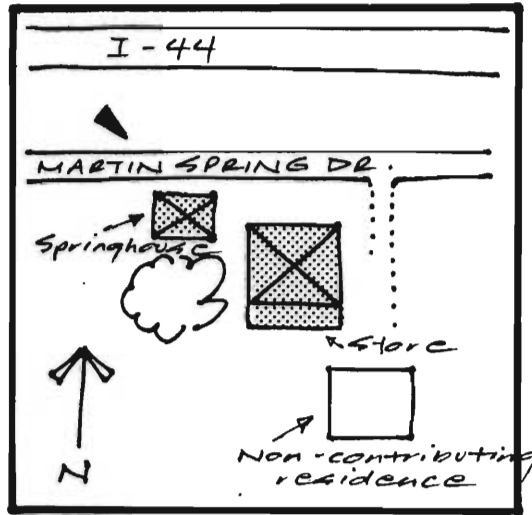
Description of environment and outbuildings: Located at the bottom of a steep hillside, the Store and adjacent springhouse sit close to the road. This stretch of road runs directly parallel to I-44, only a short distance to the north.

Sources of information: County property records; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; interview with Pete & Grace Falkenrath (Newburg, MO) and Ruth Corder (Salem, MO) by John F. Bradbury in April and May, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Location map:





MARTIN SPRINGS

Sw-As-014-187

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.010b **Roll/frame:** 15/5

Historic name: Martin Spring Store/Springhouse

Other name:

Address: Martin Spring Drive

City: Rolla

County: Phelps

Vicinity: X

Section: 8

Township: 37N

Range: 8W Quad Rolla

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Virginia Martin, Rt. 6, Rolla, MO

Resource type: Building

Stories: 1

Structural system: Load bearing stone LS

Exterior wall materials: Stone 40

Other materials:

Roof shapes: Hipped HP

Roof materials: Asphalt 63

Roof features:

Foundation materials: Stone 40

Porches:

Plan: Rectangle RC

Further description: A squat, boxy building with stone facing, the springhouse has a below-grade entrance on the east elevation. Several small four-lite windows punctuate the side elevations. The building is covered by a very low-pitched hipped roof.

Site: Martin Spring Store/Springhouse, Rolla

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Unassigned

Construction date: ca. 1920

Alteration date: Stone facing applied, date unknown 0000

Historic function: Domestic 01

Historic subfunction: Secondary structure 01C

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: This site -- and specifically the springhouse -- is noted in the 1941 WPA guide as a point of interest along Route 66. In that guide, Martin's Spring was described as "one of many large springs in this region ... enclosed within a squat stone house, with a daily flow of approximately 840,000 gallons," the spring eventually feeding into Little Beaver Creek (p. 414). The residence/store and springhouse are now located on what was once the Bloom farm. The farm included a small dairy operation, products of which required cold storage such as that provided by the nearby springs. Before 1926, Bill Martin operated a store and gas station at this location. At one time, according to Ruth Corder, there were also cabins on site. Since Bill Martin's tenancy, there have been a number of operators. The building was converted to a residence with the construction of I-44, when access to the business was cut off.

Description of environment and outbuildings: Located at the bottom of a steep hillside, the springhouse and adjacent store sit close to the road. This stretch of road runs directly parallel to I-44, only a short distance to the north.

Sources of information: County property records; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; interview with Pete & Grace Falkenrath (Newburg, MO) and Ruth Corder (Salem, MO) by John F. Bradbury in April and May, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



MARTIN SPRINGS

SW-AS-014-188

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.011 **Roll/frame:** 45/22

Historic name: Hillside Tavern

Other name:

Address: Martin Spring Dr.

City: Rolla

County: Phelps

Vicinity: X

Section: 17

Township: 37N

Range: 8W Quad Rolla

Quarter sections: NW 1/4

Acreage:

Ownership: Private

Owner's name/address: Thelma Severt, Rt. 6, Box 84, Rolla, MO

Resource type: Building

Stories: 2

Structural system: Wood frame WU

Exterior wall materials: Stone 40

Other materials: Wood 20

Roof shapes: Gable GB

Roof materials: Asphalt 63

Roof features:

Foundation materials: Stone, concrete 40 65

Porches: Full FU

Plan: Rectangle RC

Further description: Following a fire around 1955, the second floor of this roadhouse was rebuilt. The coursed rubble stone foundation walls remained intact. Built into a hillside, the ground floor is partly below grade. The tavern entrance was on the north ground floor level of the building, closest to the road. This doorway has been maintained, but the ground floor elevation has been enclosed with a full, shed-roofed screened porch. The current occupants now use the entrance from the upgrade second-floor level. The upper floor is sheathed with vertical wood panelling with applied battens. Windows throughout are 1/1 double-hung sash. There is a massive exterior stone chimney on the west end wall.

Site: Hillside Tavern, Rolla vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Rustic

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1927

Alteration date: Upper floor rebuilt ca. 1955

Historic function: Commerce/trade 00

Historic subfunction: Restaurant 006

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: Neil Ballard built this roadhouse shortly after Route 66 was paved past the property in the late 1920's. At one time there were gas pumps in front and cabins in back of the building. Remnants of the cabin foundations are still visible in the brushy undergrowth there. From the early thirties until the fifties, the building was the site of a tavern, a popular night spot which featured dances on summer weekends. "They Play -- They Sing -- You Dance" was the counsel for fans of the Dannie Mac Trio in newspaper ads from 1949. At its peak in popularity, cars are said to have lined the highway from the tavern east toward Martin Spring, several miles east. A fire around 1955 gutted the upper floor of the building. It was reconstructed thereafter but, with the realignment of the highway, only operated as a tavern for a short time. Pete Falkenrath, who helped rebuild the building, lived in it during the 1960's. Virginia Fisher owned the property in the eighties.

Description of environment and outbuildings: Located on the south side of Martin Spring Drive, less than half a mile from "dead man's curve," the site of numerous traffic accidents and fatalities. A rock-faced retaining wall runs next to the building on the east side.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; highway planning maps from the collection of Elgin Engineering, Rolla, MO; interview with Pete & Grace Falkenrath (Newburg, MO) with John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-189

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.009

Roll/frame: 3/10

Historic name: Hotel Edwin Long

Other name: Phelps County Bank

Address: 718 Pine St.

City: Rolla

County: Phelps

Vicinity:

Section: 2111

Township: 37N

Range: 8W Quad Rolla

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Phelps County Bank, 718 Pine St., Rolla, MO

Resource type: Building

Stories: 4

Structural system: Undetermined UD

Exterior wall materials: Brick 30

Other materials: Stone 40 30

Roof shapes: Flat F+ PR

Roof materials: Undetermined 99

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: Located on a corner lot, this handsome commercial building is the largest in Rolla's downtown district. The ground-floor commercial space is visually distinguished from the three residential levels above by material and design. The first floor is faced with smooth cut granite and sandstone ashlar; the beige and gray tones of the stone stand in dramatic contrast to the brick walls above. A stone cornice beneath the parapet wall further emphasizes this distinct division of horizontal planes. At street level, there are two pedimented entries with broken returns on the north and west elevations. Supported by pilasters and projecting slightly, each has an open-winged eagle clutching a quiver of arrows superimposed over the State Seal, which is centered within the tympanum. A rope molding surrounds the door opening. Ornamental light fixtures flank both entries. The doors and windows on the ground floor are aluminum and are not original, nor is the brushed aluminum coffeeshop storefront on the rear west elevation. Upper-level windows are paired, 1/1 double-hung units with stone lug sills. At each of the three corners of the building are paired engaged pilasters; raised at the roofline, they are stone capped with a concrete urn crowning each.

Site: Hotel Edwin Long, Rolla

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: M.E. Gillioz (general contractor), Morett & Hare

Architectural style: Renaissance Revival 48

Vernacular type: Other vernacular commercial building

Construction date: 1930-31

Alteration date: Coffeeshop storefront remodel, date unknown 000

Historic function: Domestic 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation; architecture 030 290

Significant person(s):

Significant event date:

History and significance: The hotel is named for Edwin Long, prominent local civic leader and businessman who died in 1928. His heirs, as stockholders in the National Building Company, had the building named after him. Ground was broken on the site in 1930 by M.E. Gillioz, a contractor from Monett. Completed, it contained 65 rooms, a coffee shop and meeting room, and the offices of the National Bank of Rolla. According to newspaper accounts, "the quarters were especially built and designed for banking [and] they are regarded by many as the finest banking quarters in this section of Missouri." The Edwin Long opened for business on 12 March 1931 and three days later served as headquarters for the celebration of the completion of Route 66 across Missouri. The newspapers reported at that time that the hotel "looked like a million dollars, colors were flying from every window, clear to the fourth floor." In May of 1932, the National Bank went into receivership and Rolla State Bank took over the quarters of the National Bank. Five years later, in 1937, M.E. Gillioz took over the property through mortgage sale and six weeks later sold it to Arch Huffman and Rowe Carney. John Aston ran the hotel and coffee shop from 1931 through the forties; Aaron Baxter was the last operator. The Phelps County Bank, organized in 1960, maintains this as its first and only headquarters.

Description of environment and outbuildings: Located on a corner lot, the two developed facades of the hotel building -- on the north and west walls -- face Pine and Eighth streets. The building is at the heart of Rolla's downtown district, and is surrounded primarily by two-story commercial buildings. On top of the building is an open metal framework bearing two lighted signs in cutout letters which read "Phelps County Bank." The tallest building in the commercial corridor, the Edwin Long is also its most prominent landmark.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John F. Bradbury of the Western Historical Manuscripts Collection, UMR.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

PHELPS COUNTY BANK



SW-AS-014-190

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.001

Roll/frame: 14/35, 14/39

Historic name: Peter Marchi, General Merchandise Store

Other name: Cardetti & Sons Mercantile Co., Knobview Post Office

Address: ^{SR} Hwy. 268

City: Rosati

County: Phelps

Vicinity:

Section: 12

Township: 38N

Range: 6W *Quad Rosati*

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Bertha Cardetti, Rt. 1, Box 1063, St. James, MO

Resource type: Building

Stories: 1 - 1

Structural system: Wood frame *WU*

Exterior wall materials: Weatherboard *21 63*

Other materials: Wood *20*

Roof shapes: Gable *GB PR SD*

Roof materials: Metal *SD*

Roof features:

Foundation materials: Concrete *65*

Porches: Full *R1 AW*

Plan: Rectangle *RL*

Further description: Aside from the addition of composition siding on the side elevations, this simple, one-story falsefront building is intact, an excellent example of an early 20th-century commercial type. The falsefront wall, covered with original wood lap siding, has the current business name painted on it. The full, shed-roofed porch on the front facade is supported by plain square posts. A single recessed entry is flanked by two bays with 1/1 double-hung windows on front and sides. There is a single 1/1 window on the west side elevation; a side entry there has been enclosed (see photograph). A small shed addition on the rear side of the building, now used for storage, is sheathed with plywood and has a shallow porch overhang.

Site: Cardetti & Sons Mercantile, Rosati

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: False Front; single entry with display windows 61

Construction date: ca. 1905

Alteration date: Rear addition, date unknown 0000

Historic function: Commerce/trade 02

Historic subfunction: Specialty store 02F

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The small community of Rosati -- originally named Knobview for the three knobs of land overlooking the area from the south -- was settled by a group of Italian immigrants in 1898. On the land they purchased from the Saint Louis-San Francisco (Frisco) Railroad, the settlers began cultivating grapes in the 1910's. By 1921, they had established what was to become a flourishing industry. In 1931, the name of the settlement was officially changed to Rosati, in honor of the first bishop of St. Louis (in 1826), Joseph Rosati. In the twenties, a traveller from St. Louis was able to take the one-day rail excursion to Rosati, which then boasted a post office, stores, a saloon, two schools, and a church and rectory. The Rosati Winery was also a popular destination point after 1935 for both rail and highway travellers. The sweet wine from Rosati was made from grapes bought from the local growers' cooperative, who also owned the winery. This building, Rosati's general store, is thought to have been built around 1905 by Peter Marchi, who operated it until 1918. The business was then purchased by Richard M. Cardetti, who ran it through the 1940's. The store was closed in 1975 and is now used for storage. Cardetti also built a two-story brick building in 1928 on a nearby lot which was used as a feed store and warehouse. Evidence of the grape "legacy" is still very much evident near Rosati during the fall months, when numerous roadside stands are set up along the highway, selling fresh grapes, jellies and juices. In the context of industry and community planning and development, the five contributing resources in this small crossroads community may be eligible for district designation.

Description of environment and outbuildings: The mercantile building sits on a flat lot facing southeast onto the railroad tracks, less than 20 yards away. It is built on the eastern edge of County Road 268, parallel to the road, with no setback from the roadbed. A non-contributing storage building is located at the rear of the lot.

Sources of information: The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; County property records; John Rybolt, "The Story of Rosati, Missouri," Vincentian Heritage, Vol. 13, #1 (1992); interview with Leo Cardetti (St. James, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

R.M. CARDETTI & SONS
MERCANTILE CO.
ROSATI MO.





SW-AS-014-191

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.003 **Roll/frame:** 45/16

Historic name: Atlasta Service Station

Other name: Woodruff's Garage, Meramec Home Health

Address: James Blvd.

City: St. James

County: Phelps

Vicinity:

Section: 20

Township: 38N

Range: 6W *Quad Rosati*

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Prock Operations, Rt. 1, Box 367A, Rolla, MO

Resource type: Building

Stories: 1

Structural system: Undetermined *UD*

Exterior wall materials: Stucco *61*

Other materials:

Roof shapes: Hipped *H P*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Rectangle *RC*

Further description: Formerly a filling station and tire shop, this simple rectangular office building has been significantly altered with the enclosure of window and door openings on the front facade. Originally, this was a single-bay garage, with two large display windows (a row of six small lites across the top of each) in the center of the front facade, and a single entry with transom on the east end. That single transomed entry is all that remains of the original fenestration. The display windows have been replaced with a band of four small windows on the upper wall, and the service bay has been enclosed, with a single aluminum door installed. Beneath the boxed eaves is a cornice with plain wood brackets. Windows on side elevations are double-hung.

Site: Atlasta Service Station, St. James

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: 1929

Alteration date: Door and windows enclosed, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: This building is the last remnant of the Atlasta Service Station, an all-service stop located just outside the eastern city limits of St. James. Constructed in 1929 by Thomas Biles, the Atlasta had a coffee shop, dance hall and banquet room in the main building, a full-service garage to the east of it, and this tire shop on the west. On the horseshoe drive behind these buildings were cottages and a landscaped garden. The business was designed to serve the travelling public, but its most enthusiastic users were area residents who used the main building for dances, club meetings, bridge parties "and anything catering to the high class trade" (St. James Leader, 25 July 1929). In its early years, Biles was overseer of all business operations at the Atlasta but, in the late forties, Bill Woodruff took over operation of the tire shop (which had since added gasoline pumps to supplement services). From that time and through the fifties, the business was sometimes referred to as Woodruff's Garage. In 1964 the Atlasta was destroyed by fire. The tire shop, however, was spared and was subsequently converted to other uses. An addition on the rear side of the building is currently under construction.

Description of environment and outbuildings: Located on a flat lot at the norther corner of James Blvd. and Mueller Street. An unfinished parking lot surrounds the building on the three front sides.

Sources of information: County property records; newspaper clippings from the St. James Leader and Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; Keith McCause, Where to Go in the Ozarks (travel guide). 1931; photo collection at the St. James Memorial Library; photograph from the collection of Art Smith (St. James, MO).

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-192

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.004 **Roll/frame:** 45/17

Historic name: Rose Cafe

Other name: Commercial Cafe, Johnnie's Bar

Address: St. James Blvd.

City: St. James

County: Phelps

Vicinity:

Section: 20

Township: 38N

Range: 6W Quad Maramec Spring

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: John Bullock, 225 N. Jefferson, St. James, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Stucco LI

Other materials: Wood 20

Roof shapes: Flat FT

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: L-shape LS

Further description: Located at the major intersection in St. James, this building has two principle facades. Both have been somewhat altered from their original appearance, although the overall fenestration has been retained and may be restorable. All exterior walls are faced with stucco and are devoid of any surface ornament, except for a simple wood cornice. On the north elevation, the roofline is flat. Originally a five-bay storefront, it had a single center entry flanked by two display windows with transom and kickplate. Although the cornice remains, the door and transom lites below it have since been enclosed with plywood and the kickplates have been stuccoed. The same sort of alteration have been applied on the east elevation, although the single off-center entry has been maintained. The roofline is stepped down on this side elevation.

Site: Rose Cafe, St. James

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Single entry with display windows 64

Construction date: 1929

Alteration date: Storefront remodelled, date unknown 0000

Historic function: Commerce/trade 02

Historic subfunction: Restaurant 026

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The Commercial Cafe was built in 1929 for Jesse F. Rose, who owned and operated the cafe/restaurant there through the 1940's. In advertisements from the early thirties, the Commercial Cafe offered fountain service, good steak dinners, milk-fed fried chicken dinners, candies, tobaccos, ice cream, and cold drinks, in addition to the standard menu. The business is best remembered by locals as Rose Cafe. Following the owner's death in the fifties, John Bullock leased the property and in 1985 purchased the property. For over thirty years, Mr. Bullock has operated a tavern on the site.

Description of environment and outbuildings: Located at the southwest corner of St. James Blvd. (old Route 66) and Highway 68, the main street in St. James. To the north, the building looks out upon a distinctive tree-lined boulevard that is the pride of St. James residents, a public improvement project that was undertaken shortly after Route 66 was routed through the town.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; photographs from the collection of Art Smith (St. James, MO); interview with Leo Cardetti (St. James, MO) by John F. Bradbury in April, 1993; photographs from the collection of the James Memorial Library, St. James, MO; Keith McCause, Where to Go in the Ozarks (travel guide from the collection of James R. Powell, St. Louis, MO). 1931.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-193

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.005a **Roll/frame:** 15/34

Historic name: Kozy Kottage Kamp (cabins) #1 - #6

Other name:

Address: W. James Blvd.

City: St. James

County: Phelps

Vicinity: X

Section: 34

Township: 38N

Range: 7W

Quarter sections: NE 1/4

Acreage:

Quad Dillon

Ownership: Private

Owner's name/address: Bill & Esther Green, 308 Aida St., St. James, MO

Resource type: Building

Stories: 1

Structural system: Wood frame WU

Exterior wall materials: Weatherboard 21

Other materials: Asphalt shingle 63

Roof shapes: Gable; intersecting gable 613

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: 5+

Plan: Rectangle RC

Further description: There are six cabins on this site. Five of them are small, one- or two-room freestanding units. The other one is a three-unit linear cluster. The free-standing units are all sheathed with weatherboard siding, and have cornerboards, 3/1 double-hung windows and exposed eaves. The smaller cabins have a gabled overdoor with knee braces. Two larger units have intersecting gable roofs. The linear unit also has double-hung windows and gabled overdoor with wood and lattice supports, the whole sheathed with asphalt shingles. The linear cluster is vacant and in very poor condition. Most of the other cabins are occupied and are in fair condition.

Site: Kozy Kottage Kamp, St. James

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Bungaloid

Vernacular type: No style listed 15

Construction date: ca. 1934

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to an article in the St. James Leader, Bill Demos purchased the Dimmitt farm on Highway 66 in September of 1930. According to property records, Demos did hold title to this property and may have been responsible for development of this site, which was listed in a 1935 travel guide as Kozy Kottage Kamp. At that time, there were only two cottages at the Kozy Kamp, available for a nightly cost of \$1-2. The station on site was a Conoco distributor. Apparently, more cabins were added over time, although there is no record of when that occurred. The business was in operation until the late fifties. Some of the cabins are now rental units. The larger unit is vacant and in very poor condition.

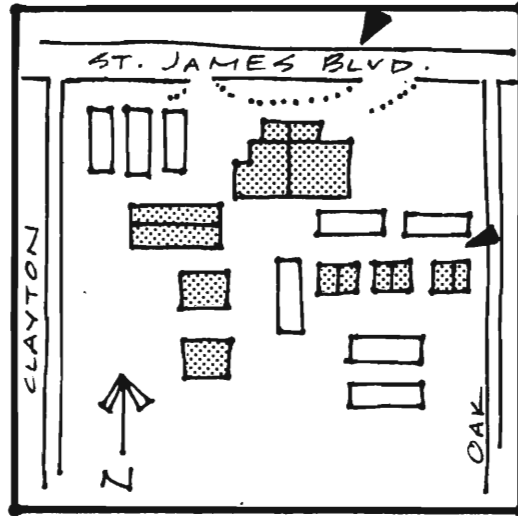
Description of environment and outbuildings: The cottages, associated filling station, and eight non-contributing mobile homes are compactly arranged on this lot, which is on the south side of West James Boulevard between Oak and Clayton street. On the western outskirts of St. James, the site still retains a rural atmosphere, the surrounding properties yet largely undeveloped. A network of gravel paths and drives connect the various resources on site.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; Conoco Travel Bureau, "Hotel and Cottage Camp Directory" (brochure from the collection of Scott Sargent, Lee's Summit, MO), 1935; interview with Leo Cardetti (St. James, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-194

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.005b **Roll/frame:** 15/29

Historic name: Kozy Kottage Kamp (filling station)

Other name:

Address: W. James Blvd.

City: St. James

County: Phelps

Vicinity: X

Section: 34

Township: 38N

Range: 7W Quad Dillon

Quarter sections: NE 1/4

Acreage:

Ownership: Private

Owner's name/address: Bill & Esther Green, 308 Aida St. St. James, MO

Resource type: Building

Stories: 1-1-1

Structural system: Wood frame *WW*

Exterior wall materials: Asphalt shingle *63*

Other materials:

Roof shapes: Gable; shed *63 SD*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches: Canopy *PC*

Plan: Irregular *IR*

Further description: This filling station has been considerably altered with side and rear wing additions and the application of brick-textured asphalt siding. The principle building form is a front-facing gable with deep front canopy. The roofline was continued on both the east and west sides with shed additions. The canopy gable end is the only part of the building to still retain its original wood lap siding. The canopy is supported by two brick piers. There are two entries on the front facade, one centered beneath the gable end and one leading into the shed addition on the east. Windows on the front facade are 6/1 wood sash; elsewhere on the building they are 1/1.

Site: Kozy Kottage Kamp, St. James

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Bungaloid

Vernacular type: No style listed 69

Construction date: ca. 1934

Alteration date: Side wings added, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to an article in the St. James Leader, Bill Demos purchased the Dimmitt farm on Highway 66 in September of 1930. According to property records, Demos did hold title to this property and may have been responsible for development of this site, which was listed in a 1935 travel guide as Kozy Kottage Kamp. At that time, the station on site was a Conoco distributor. That business was in operation until the late fifties. It is now vacant.

Description of environment and outbuildings: The cottages, filling station, and eight non-contributing mobile homes are compactly arranged on this lot, which is on the south side of West James Boulevard between Oak and Clayton street. On the western outskirts of St. James, the site still retains a rural atmosphere, the surrounding properties yet largely undeveloped. A network of gravel paths and drives connect the various resources on site.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; Conoco Travel Bureau, "Hotel and Cottage Camp Directory" (brochure from the collection of Scott Sargent, Lee's Summit, MO), 1935; interview with Leo Cardetti (St. James, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-195

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.006

Roll/frame: 15/39, 15/40

Historic name: American Way Motor Court

Other name: S & K Cottages

Address: 712 W. James Blvd.

City: St. James

County: Phelps

Vicinity: X

Section: 34

Township: 38N

Range: 6W Quad Dillon

Quarter sections: NW 1/4

Acreage:

Ownership: Private

Owner's name/address: John Schuepfer, 7259 W. Lawrence Ave., Harwood Heights, IL

Resource type: Building

Stories: 1

Structural system: Wood frame

Exterior wall materials: Wood

Other materials: Asphalt

Roof shapes: Gable; intersecting gable

Roof materials: Asphalt

Roof features:

Foundation materials: Concrete

Porches:

Plan: Rectangle

	#1	#2	#3	#4	#5	#6
1	1	1	1	1	1-1	1
WU	WU	WU	WU	WU	WU	WU
20	20	20	20	63	20	20
1G	1G	1G	GBGB	6B	GBSD	1G
63	63	63	63	63	63	63
65	65	65	65	65	65	65
St	St	St	St	OB	St	St
RC	RC	RC	RC	RC	RC	RC

Further description: There are seven cottages on this site, along with a non-contributing residence and a laundry room. The cottages vary slightly in plan, having been "combined" over time to create larger, more spacious apartments. As a result, four of the cabins are paired units, with two front-facing gable wings and cross-gabled connecting wing. The cabins are sheathed with broad lap siding. There is a small braced hood over each entry. Windows are 4/1 double-hung sash. At the rear corner of the lot is one single-unit cabin which still retains its original appearance, with wood lap siding and a braced gable hood over the door. This building is in fair condition and is used for storage only. One other two-unit cabin has a side gable roof with narrow wood lap siding in the gable ends, the rest of the building covered with textured block asphalt. Each of the two entries in this cabin has a gabled porch and stoop with simple square posts and rail. Rafters are exposed.

Site: S & K Cottages, St. James

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 691 051

Construction date: ca. 1940

Alteration date: Connecting wings added, date unknown 6000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: As was common for the time, the American Way started as a filling station with cabins ranging round it on a circular drive. The cabins were originally single units, except for the unit on the west end, which has apparently always been a double with decorative textured block sheathing. A postcard from that time lists the standard amenities: "Modern, heated cottages. Cool in summer. City water. Catering to travelers wanting clean, respectable accommodations at reasonable rates." In the early sixties, Stanley and Katherine (S & K) Kozlowski, retirees from the Chicago area, purchased the property and converted the units to low-income rentals. A brick utility building now stands on the site of the filling station.

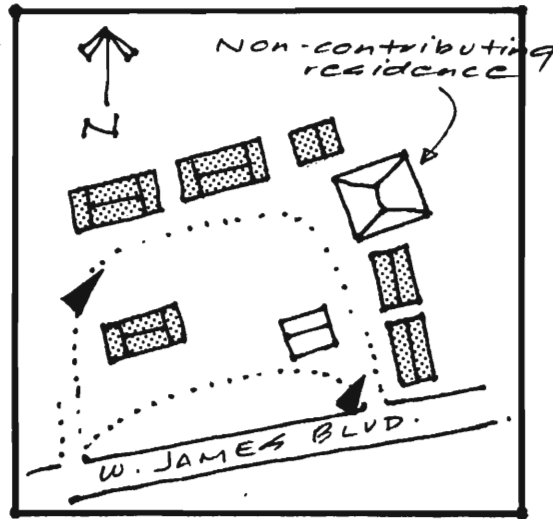
Description of environment and outbuildings: Located on a deep lot on the western outskirts of St. James, the cabins face onto a circular gravel drive and center lawn. A non-contributing brick utility building sits near the road. The campground is on the south side of W. James Blvd. in a quiet, rural residential neighborhood.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; The WPA Guide to 1930s Missouri. Lawrence, KS: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; postcard from the collection of Scott Sargent, Lee's Summit, MO; interview with Loe Cardetti (St. James, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Location map:







SW-AS-014-196

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.007 **Roll/frame:** 45/20

Historic name: Rock Haven Tourist Court and Restaurant

Other name: Rock Haven

Address: North Outer Rd.

City: St. James

County: Phelps

Vicinity: X

Section: 25

Township: 38N

Range: 7W Quad Dillon

Quarter sections: NW 1/4

Acreage:

Ownership: Private

Owner's name/address: Clay & Vandi Hahn, Rt. 3, Box 3031, St. James, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Weatherboard *20*

Other materials:

Roof shapes: Complex *CM*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Irregular *1R*

Further description: Now a residence, this building was once a filling station and restaurant. Even with the recent alterations, the distinction between the two prior businesses is clear. The larger L-shaped mass on the east end was once the restaurant. A single off-center entrance on the front-facing gable lead into the dining room there. That entrance still exists, and to the right of it are three small double-hung windows, clustered beneath a metal awning. There are four 2/2 double-hung windows on the side L, and a massive rock chimney at the end of it. Attached at this end is a smaller gabled wing, which originally served as the filling station. The original single center entry, 6-lite display window, and 2/2 window are still unaltered. One small window has been enclosed. The entire building has been re-sided with a broad composition board.

Site: Rock Haven, St. James vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial buildings 69

Construction date: 1950

Alteration date: 0006

Historic function: Commerce/trade 02 02

Historic subfunction: Specialty store; restaurant 02E 02G

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: In 1950, Frank and Ruth Waring bought the Rock Haven Tourist Court. At that time, the site included six "giraffe rock" cabins (one is still standing), a wood frame double cabin, a residence and a filling station. The Waring's replaced the old station with this new one in the summer of 1950. They also added one double cabin (still standing). The Waring's sold the property in 1954 to Ruby Gilder. The business has since had a succession of owners and occupants, the last being a tavern/nightclub in the seventies. The building is now a private residence. The double cabin is a rental property and the cabin is used for storage.

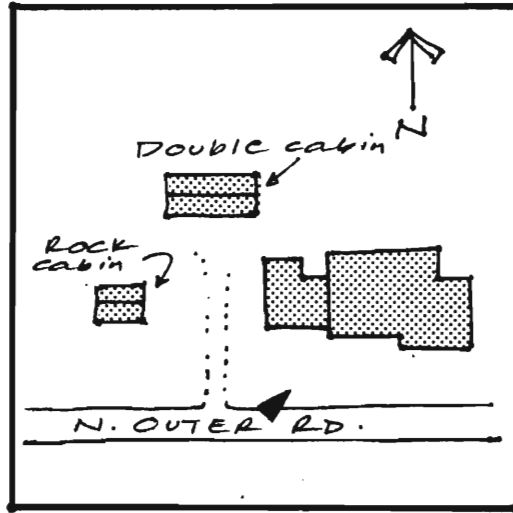
Description of environment and outbuildings: Located on the north side of the North Outer Road on the western fringe of St. James.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; highway planning maps from the collection of Elgin Engineering, Rolla, MO; photographs from the personal collection of Ruth Waring (St. James, MO) and interview by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-197

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PH.002

Roll/frame: 45/14

Historic name: St. James Inn

Other name: Pennant Tourist Court

Address: 701 E. Springfield

City: St. James

County: Phelps

Vicinity:

Section: 20

Township: 38N

Range: 6W Quad Rosati

Quarter sections: NE 1/4

Acreage:

Ownership: Private

Owner's name/address: John Richardson, 701 E. Springfield, St. James, MO

Resource type: Building

Stories: 1-1/2

Structural system: Wood frame *WU*

Exterior wall materials: Stucco *61*

Other materials: Asphalt shingle *63*

Roof shapes: Gable *6B*

Roof materials: Asphalt *63*

Roof features: Dormer *DR*

Foundation materials: Concrete *65*

Porches: Central bay canopy *CB*

Plan: Rectangle *RC*

Further description: Now a residence, this former filling station has a deep gabled canopy on the front facade, supported by battered wood posts on block piers. The single center entry is flanked by 1/1 wood sash windows. Likewise, paired and single 1/1 double-hung units appear on side elevations. There are two shed dormers on each roof slope. Broadly pitched, the roof has exposed rafters beneath a deep overhang. A one-story addition on the rear of the building is covered with asphalt shingle siding; the main mass of the building is stuccoed.

Site: St. James Inn, St. James

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman/bungalow 65

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1925

Alteration date: 0000

Historic function: Commerce/trade 02 01

Historic subfunction: Specialty store; restaurant 02E 01D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: First known as the St. James Inn, this business was owned and operated in the twenties by a Mr. Souders, and in the thirties by Mr. Stovall. Although the business owed its continuing prosperity to Route 66, the building itself faces south towards the Burlington Northern Railroad line, with rear frontage on the highway. The business may therefore predate the highway's period of significance. By the twenties, however, there were five cabins on a horseshoe drive behind the filling station and advertisements referred specifically to the business' location on Highway 66. In 1929, the St. James Inn offered rest rooms, furnished cottages, camp grounds, baths, hot and cold lunches, barbeque, and all nite auto service. That year, it also became a Pennant Oil Station. According to newspaper reports, "the Pierce Petroleum Corp. sent painters and interior decorators out from St. Louis to 'doll up' all buildings standing on the St. James Inn's ground. They did a very neat job, painting all the buildings in typical Pennant colors" (St. James Leader, 2 May 1929). A ghost of the Pennant trademark is still visible in the canopy gable end. A Mr. Goff purchased the property around 1940 and built a swimming pool close to the highway, at the back end of the lot. The pool is now longer extant. In the late forties, the cabins were converted to rental units. Three small residences on the adjacent lot, greatly altered, may have been part of the tourist court complex. The filling station is the only remaining relic of the Pierce Pennant Petroleum Company known to exist in Phelps County.

Description of environment and outbuildings: A flat, open lot on the south side of East St. James (old Route 66), located on the fringes of town in a residential neighborhood.

Sources of information: County property records; newspaper clippings from the Rolla Herald, compiled by John Bradbury of the Western Historical Manuscripts Collection, UMR; interivew with Leo Cardetti (St. James, MO) by John F. Bradbury in April, 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993











MATTRESS CO.





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SW-AS-014-205

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: PU.002 **Roll/frame:** 18/9

Historic Name: Dale's Sporting Goods

Other Name: Roubidoux Woodworkers

Address: Highway Z

City: Devils Elbow

County: Pulaski

Vicinity: X

Section: 18

Township: 36N

Range: 10W

Quad Devils Elbow

Quarter Sections: NE 1/4

Acreage: Less than one acre

Ownership: Bruce Debo

Owner's Name/ Address: Box 355, Devils Elbow, MO 65457

Resource Type: Building

Stories: 1

Structural System: Concrete block

Exterior Wall Materials: Concrete block, stucco

Other Materials:

Roof Shapes: Flat

Roof Materials: Asphalt

Roof Features:

Foundation Materials: Concrete

Porches:

Plan: Rectangle

Further Description: Simple, unadorned commercial building constructed of single-unit concrete block with stucco finish. Rear addition of same materials. False parapet wall in front, stepped down on sides, finished with clay tile coping.

Site: Dale's Sporting Goods, Devils Elbow

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building

Construction date: 1950

Alteration date: 1951

Historic function: Commerce/trade

Historic subfunction: Specialty store

Area of significance/context: Transportation

Significant person(s):

Significant event date:

History and significance: According to Bruce Debo, "Dale Hooker hired local construction workers by the hour to build this structure in 1950. From it he operated a sporting goods store, liquor store, grocery and filling station. Rear part added in 1951 with rod and reel repair, live bait, small engine repair, electrical, plumbing and hardware items. Dale's was the gathering place for local and city sportsmen. Many a gun trade and big windy fishing and hunting tales were told here. Also three shootings, none fatal. Dale sold the business in 1969 to Verle West who operated it in the same manner as Dale. Business closed when Interstate 44 bypassed the area. Presently operated by the Debo family, who produce treenware, wooden puzzles and old style coffins."

Description of environment and outbuildings: Located on a flat, grassy lot at the SW intersection of 4-lane Route 66 (Highway Z) and original Route 66, which goes through the small community of Devils Elbow. The building is one-half mile west of the Hooker cut. Deep setback off road, with gravel drive.

Sources of information: Personal account by Bruce Debo

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993











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ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SS.001

Roll/frame: 1/7

SW-A S. 014-224

Historic name: Ted Drewes Frozen Custard

Other name:

Address: 6726 Chippewa

City: St. Louis

County: St. Louis City

Vicinity:

Section:

Township:

Range:

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Theodore & Dorothy Drewes, Jr., 8621 Green Springs Dr., St. Louis, MO

Resource type: Building

Stories: 1-1/2

Structural system: Wood frame *wu*

Exterior wall materials: Aluminum siding *SS*

Other materials: Wood *20*

Roof shapes: Intersecting gable *16*

Roof materials: Asphalt *63*

Roof features: *DR*

Foundation materials: Concrete *65*

Porches: Wraparound marquee *AW*

Plan: T-shape *TS*

Further description: Whimsical wooden icicles hang from the eaves of this roadstand, a signature feature of the business and a literal reference to the frozen confections dispensed from within. Originally a small rectangular structure with single wall dormer, the building was doubled in width on the street side, with a second wall dormer added (date unknown). A full 1-1/2-story wing was also added in back (date also unknown). Customers are served from a ribbon of double-hung windows which extend across the whole front facade. Outside countertops are protected overhead by a flat wraparound marquee-type cover. Aluminum siding was installed in 1972.

Site: Ted Drewes Frozen Custard, St. Louis City

Architect/Designer/Engineer: T.R. Drewes

Builder/Contractor/Craftsman: T.R. Drewes

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: 1941

Alteration date: Front and rear additions, date unknown; siding installed, 1972.

Historic function: Commerce/trade 02

Historic subfunction: Restaurant 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: A well-known landmark on the most enduring City 66 route in St. Louis -- first designated in 1933 -- Ted Drewes Frozen Custard is one of the oldest family-run businesses on Missouri's Route 66. Established in St. Louis in 1929 by Ted Drewes, Sr., the business was relocated in 1931 to South Grand Ave. and then, in 1941, to its present location. Over the years, "the Drewes clan became synonymous with frozen custard in St. Louis." (Wallis, p. 51) The building has expanded accordingly, from a simple 24' x 24' roadstand to an established institution now many times its original size. During the summer months, the parking lot here is jammed with customers who favor friendly, leisurely service and an excellent homemade product.

Description of environment and outbuildings: Located on a large, paved corner lot in an area of medium-density commercial development.

Sources of information: St. Louis Daily Record, 26 April 1941; City building permits #G-500, H-1962, E-136; Michael Wallis, Route 66: The Mother Road. New York: St. Martin's Press, 1990.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



TED BREWES

SW-AS-014-225

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SS.006 **Roll/frame:** 3/21

Historic name: Princeton Battery Service

Other name: Reiner Filling Station, Reiner Battery Service, Sinclair Service Station, Southside Auto Sales

Address: 3115 Gravois
City: St. Louis **County:** St. Louis City **Vicinity:**

Section: **Township:** **Range:** *Catohin*
Quarter sections: **Acreage:** Less than one acre

Ownership: Private
Owner's name/address: James & Shirley King, 1855 Gravois, St. Louis, MO

Resource type: Building
Stories: 1
Structural system: Load bearing brick *LB*
Exterior wall materials: Brick *30*
Other materials: Glazed brick; cast stone *30 40*
Roof shapes: Flat *F+ PR*
Roof materials: Asphalt (rolled roofing) *63*
Roof features:
Foundation materials: Poured concrete *65*
Porches: Gabled portico *PC*
Plan: Irregular *IR*

Further description: This small, buff-colored brick building is embellished with materials which emphasize the lines of the structure and add richness of texture, color and shape. Several courses of multi-colored glazed brick (in earthy tones of green, brown and gold) define the foundation line; vermiculated glazed brick quoins similarly define the front corners of the building. An open diamond pattern on front and side facades is created with the same material. The stepped parapet walls are capped with stone coping. Stone lintels and sills define window openings. Rear windows have been enclosed with concrete block; one window on the southeast facade has been partially enclosed with brick. The gabled front canopy, originally flat, is supported by two brick posts. Two multi-paned fixed windows (original) flank the glass entry door.

Site: Southside Auto Sales, St. Louis City

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: 1930

Alteration date: Canopy roof replaced, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation; architecture 090 030

Significant person(s):

Significant event date:

History and significance: City directories indicate that Joseph Reiner's Princeton Battery Service was at this address from 1924 to 1929. In 1930, however, Reiner constructed this new one-story "office" and greasing rack on the site of his previous business at an estimated cost of \$3,500. With new construction, gasoline services were added, and from 1930-72 the occupant was alternately listed as Princeton Battery Service, Reiner Filling Station, and Reiner Battery Service. In 1974, an occupancy permit was issued for a used auto lot and, the next year, an auto repair shop, which it remains to this day. Original building plans show this as a Sinclair Gas station, and Reiner apparently remained an affiliate at least until 1961. Although this particular building bears no resemblance to the later Sinclair image, it is an outstanding example of the industry's response to the demand from civic reformers in the 1920's for better, more "dignified" gas station design. On the basis of its historic and architectural significance, the building may be eligible for individual National Register designation.

Description of environment and outbuildings: Located on a large lot within an area of mature commercial strip development. Bounded to the north by an alley and, beyond that, a residential neighborhood. A companion brick residence further east on the lot was demolished some years ago, according to the current occupant of the station.

Sources of information: St. Louis Daily Record, 13 December 1930; St. Louis building permits #J9585, op41669, op36073, DD9307, U2768; Gould's St. Louis city directories, Polk's St. Louis city directories.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

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SW-AS-014-226

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SS.005 **Roll/frame:** 3/17

Historic name: Robert Marty Filling Station

Other name: Spiro Brothers Service Station, Utah-Gravois Service Station

Address: 3307 Gravois

City: St. Louis

County: St. Louis City

Vicinity:

Section:

Township:

Range: Cahokia

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Chris L. Spiro, 3219 Hartford, St. Louis, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Stucco 41

Other materials:

Roof shapes: Gable; shed GB SD

Roof materials: Clay tile; asphalt 70

Roof features: Cresting CR DR

Foundation materials: Concrete 65

Porches: PC

Plan: Rectangle RC

Further description: Excellent example of an early company design, with Spanish elements that reflect its "Southern" sources, and the popular taste for revival styles. Those elements include a stucco wall surface, clay tile roofing material with decorative crest tile along ridge, exposed rafter tails, and a slightly battered foundation wall. A front drive-through canopy allows for covered car service. Wiring for lightbulbs along the perimeter of the canopy soffits is still extant, as is a raised island for pumps between front canopy supports.

Site: Spiro Brothers Service Station, St. Louis City

Architect/Designer/Engineer: Texas Oil Co.

Builder/Contractor/Craftsman: A.H. Stiel

Architectural style: Mission/Spanish Colonial Revival 55

Vernacular type: Other vernacular commercial building 69

Construction date: 1928

Alteration date: Rear addition, 1970

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation; architecture 290 030

Significant person(s):

Significant event date:

History and significance: The Texas Oil Co. constructed this one-story brick "office" and filling station in 1928 at an estimated cost of \$4,000. For two years, the business was known as the Utah-Gravois Service Station and was operated by Robert E. Marty, and was still a Texas Oil distributor. From 1930-44, the business was known as the Robert Marty Filling Station and, from 1945 to present, as Spiro Brothers Service Station. Five underground tanks were added between 1930-63. Over the years, Mobil Oil, Monarch Petroleum, and Sun Oil were suppliers for the station, although the building itself, still nearly intact, bears the corporate image identified with the original occupant/owner. It is now vacant. A rare surviving example of early auto-related architecture, the building may be individually eligible for National Register listing on the basis of its significance in the areas of architecture and transportation.

Description of environment and outbuildings: Located on a corner lot at the intersection of Gravois, Utah, and Louisiana streets, in an area of low, dense commercial development, much of which dates to the 1920's and 30's. The lot is entirely paved. An open metal canopy over outside lifts was constructed in 1971.

Sources of information: St. Louis Daily Record, 25 May 1928; St. Louis city building permits #F-6363, E-9575, E-8548; Gould's St. Louis City Directories; Polks' St. Louis City Directories; city property records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



EWERS
7792000

SPIRO B...

SW-AS-014-227

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SS.003

Roll/frame: 2/15

Historic name: Shelby Filling Station

Other name: Manchester Auto Sales

Address: 6951 Manchester Ave.

City: St. Louis

County: St. Louis City

Vicinity:

Section:

Township: 45N

Range: 6E

Quad
Webster Groves

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Perkins Heating Co., Inc., 6949 Manchester, St. Louis, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Stucco 61

Other materials:

Roof shapes: Flat FT PR

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Irregular 62

Further description: A later variation of the Spanish Revival styles favored by the Texas Oil Co. (see 3307 Gravois, St. Louis). The building features a curvilinear parapet on the 3 street-oriented facades, with a circular tile medallion centered in each. Small-paned storefront windows are also typical of the style. An overhead garage door in the "wash room" area is not original.

Site: Manchester Auto Sales, St. Louis City

Architect/Designer/Engineer: Texas Oil Co.

Builder/Contractor/Craftsman:

Architectural style: Mission/Spanish Colonial Revival 55

Vernacular type: Other vernacular commercial building 69

Construction date: 1930

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation; architecture 290 030

Significant person(s):

Significant event date:

History and significance: Designed for the Texas Oil Co. in 1930, the building subsequently served as a filling station for more than 20 years. Cletus Shelby was the first of more than five operators to run the business over this period (including Harold Higdon, Charles Eckert, Charles Faulkner and Hamlin Short), so there is no long-term association here with any one individual or business name. Since 1955, the building has operated as a used car sales office, with related services and cleaning performed in the north end of the building (the area designated on original building plans as the "wash room").

Description of environment and outbuildings: Located on a prominent corner lot at the intersection of McCausland and Manchester, two major city thoroughfares. Now a highly developed commercial area. The building was constructed on the easternmost property line and now adjoins a commercial structure to the east. The lot is fully paved.

Sources of information: City Engineering records, data card; Gould's St. Louis City directories; Polks' St. Louis City directories; City property records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



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SW-AS-014-228

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SS.002

Roll/frame: 2/13

Historic name: Ozark Trail Garage

Other name: Honea Auto Body, Bettendorf's Select Foods, Shearer Chevrolet, Osher Lumber Company, Comfort Distributing Company, National Auto Painting Company

Address: 7145 Manchester Rd.

City: St. Louis

County: St. Louis City

Vicinity:

Section:

Township: 45N

Range: 6E

Quad
Webster Groves

Quarter sections:

Acreege: Less than one acre

Ownership: Private

Owner's name/address: William & Roxanne Loslo, 7145 Manchester Rd., St. Louis, MO

Resource type: Building

Stories: 1

Structural system: Undetermined UD

Exterior wall materials: Brick 30

Other materials: 40 30

Roof shapes: Flat Ft PR

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: The 2-bay brick garage has large, multi-paned windows and a stepped parapet wall on the front and sides with saddleback coping. Horizontal banding and three decorative open diamonds in raised brick break the otherwise unadorned upper masonry wall surface. A side (office) window has been enclosed.

Site: Honea Auto Body, St. Louis City

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: Hummel Manufacturing Co.

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: 1924

Alteration date: 6000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 090 030

Significant person(s):

Significant event date:

History and significance: From 1925 to the mid-40's, Charles Creighton operated the Ozark Trails Garage at this site. Subsequent occupants have included a food warehouse, wholesale lumber company, and storm sash distributor. In 1962, a paint spray booth was installed, and the building has since been used as an automotive paint and body shop.

Description of environment and outbuildings: Located on a corner lot in an area of mature commercial development. Residential neighborhood is immediately north.

Sources of information: St. Louis Daily Record, 14 November 1924; St. Louis building permits #A7684, A6379, GG2233, R7035, C-5964; Gould's St. Louis city directories; Polks' St. Louis city directories.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

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SW-AS-014-229

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SS.004

Roll/frame: 5/26

Historic name: Dodson Service Station

Other name: Roger Wilson Motors

Address: 2158 McCausland

City: St. Louis

County: St. Louis City

Vicinity:

Section:

Township: 45N

Range: 6E Quad Webster Growth Clayton

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Harold Surby, 1407 Cheshire La., St. Louis, MO

Resource type: Building

Stories: 1

Structural system: Wood frame WU

Exterior wall materials: Weatherboard; vinyl 20 92

Other materials:

Roof shapes: Intersecting gable 16

Roof materials: Asphalt (rolled roofing) 63

Roof features:

Foundation materials: Concrete 65

Porches: PC

Plan: L-shape LS

Further description: Originally a station and store room, this small wood frame bungalow has weatherboard siding, divided lite fixed windows, and a full front canopy supported by square posts. Suspended lighting once hung from beneath the canopy soffits; wiring and hardware are still extant. A two-bay garage addition, with vinyl siding that closely duplicates the wood lap, extends from the north side of the building, forming an L. This side wing was constructed over a grease pit, which was originally 14 feet to the side of the station. By extending the main structure and enclosing this area, an all-weather, all-service station was created. In back, a simple 1-story wood frame utility building/garage (indicated on original plans) is still in use.

Site: Roger Wilson Motors, St. Louis City

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Bungalow/craftsman

Vernacular type: Other vernacular commercial building 69

Construction date: 1927

Alteration date: Side addition, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty shop 02E 16D

Area of significance/context: Transportation; architecture 290 030

Significant person(s):

Significant event date:

History and significance: From 1927-46, this business was owned and operated by James Dodson. Originally a Phillips Petroleum Corp. franchise, the Dodson Service Station later became an affiliate for the State Oil and Sinclair companies. Dodson leased the business for at least 10 years more to various operators, with a service station on site until ca. 1970. At that time, pumps were removed and the building was converted to a used car sales office, which it remains to this day.

Description of environment and outbuildings: The building sits diagonally on a flat lot at the NE intersection of McCausland and Bruno streets, only one block north of Manchester. A residential neighborhood adjacent to the north.

Sources of information: City Engineering Department, data cards; City building permits #T7446, BB5883, FF2124, op29548; Gould's St. Louis city directories; Polk's St. Louis city directories; city property records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-230

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.018

Roll/frame: 7/18

Historic name: Allenton Road bus shelter

Other name: Allenton Road bus shelter

Address: Allenton Road

City: Allenton

County: St. Louis

Vicinity: X

Section: 3

Township: 43N

Range: 3E Quad Eureka

Quarter sections:

Acreage: Less than one acre

Ownership: State

Owner's name/address: Missouri Department of Highways & Transportation, Jefferson City

Resource type: Structure

Stories: 1

Structural system: Load bearing stone LS

Exterior wall materials: Limestone 43

Other materials:

Roof shapes: Hipped HP

Roof materials: Wood shake 25

Roof features:

Foundation materials: Limestone 43

Porches:

Plan: Rectangle RC

Further description: A small, one-room building, the bus shelter is constructed of rock-faced random limestone ashlar. The single center entry faces north onto the path of old Route 66 (now a service road). The door opening -- without a door -- is framed with heavy wooden timbers. There is a single window on both side elevations with wood sill and lintel, vertical slatted shutters and wrought iron hardware. Inside, heavy wood framing members are exposed beneath the hipped roof, which is covered on the outside with wood shakes; two built-in benches are made of the same heavy timbers.

Site: Allenton Road bus shelter, Allenton

Architect/Designer/Engineer: National Park Service *NPS*

Builder/Contractor/Craftsman: Civilian Conservation Corps *CCC*

Architectural style: Rustic

Vernacular type: N/A

Construction date: ca. 1939

Alteration date:

Historic function: Transportation *16*

Historic subfunction: Road-related *160 180 290*

Area of significance/context: Landscape architecture; transportation

Significant person(s):

Significant event date:

History and significance: Fearing the adverse effects of "overcrowding, unsightly development and air pollution that was slowly destroying many rare plant species," the trustees of the Missouri Botanical Garden -- located in St. Louis -- purchased a 1,600 acre tract of land in Gray Summit in 1925 for the purpose of relocating there, if necessary. Sandwiched between the Meramec River and Route 66, the Gray Summit site instead became a nationally recognized arboretum, dedicated to preserving the diverse Ozark landscape in a natural setting. To complement that work, a beautification plan was developed in the early thirties for the highway which connected the arboretum with the city. Known as the Henry Shaw Gardenway -- in honor of Henry Shaw, who established the Missouri Botanical Garden in 1858 -- it bordered 30 miles of Route 66 west of St. Louis. Planted in native flowers and shrubs, with hawthorn, redbud and dogwood trees introduced among the standing hickory, oak and pines, the gardenway plan was "developed by a local association with the assistance of the National Park Service and the Missouri State Highway Commission." (WPA Guide, p. 406) Picnic areas, foot and bridle trails, and other recreational facilities were also incorporated into the master plan for the Gardenway. Two structures still standing along the route -- the Jensen Point overlook and a schoolbus shelter in Allenton -- were part of the Gardenway plan. According to Al Foster, both shelters were constructed by CCC workers from Camp 5000 at Pacific. Like the visitors' center at the Arboretum (constructed in 1936), both were built of Bedford limestone. An ornamental metal fixture on the ridge of the shelter -- a cutout of three children and a dog -- has been removed from the building since 1984 (see copy of photograph). The Allenton shelter would be eligible for National Register designation as part of a multiple property or district nomination, along with the Jensen Point overlook and Arboretum visitors' center.

Description of environment and outbuildings: Located at the southeast corner of Allenton Road and South Service Road (now the eastbound ramp to I-44). Sitting close to the road on a narrow shoulder, the building is on a grassy right-of-way. Behind it (south) is a limestone railroad bridge.

Sources of information: County property records; Michael Wallis, Route 66: The Mother Road. New York: St. Martin's Press, 1990; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; Missouri State Highway

Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986; letter from Al Foster to Esley Hamilton dated 15 December 1990, from the files at the St. Louis County Parks & Recreation Department, Clayton, MO; letter from the National Park Service to the Region II Director (in Omaha) dated 14 October 1937, from the files at the St. Louis County Parks & Recreation Department, Clayton, MO; handout from the Shaw Arboretum; photograph dated 1984 from the St. Louis County Department of Parks and Recreation collection.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: January 1993





SL-AS-014-232

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.003a **Roll/frame:** 1/2

Historic name: Stanley Cour-tel (motel units)

Other name:

Address: 4675 N. Lindbergh

City: Bridgeton

County: St. Louis Co.

Vicinity:

Section:

Township: 46N

Range: 6E Quad
St. Charles

Quarter sections:

Acreage:

Ownership: Private

Owner's name/address: Allen & Lucille Wood, 4675 N. Lindbergh, Bridgeton, MO

Resource type: Building

Stories: 2

Structural system: Undetermined UD

Exterior wall materials: Brick; permastone 3099

Other materials:

Roof shapes: Gable; hipped 6B HP

Roof materials: Asphalt 63

Roof features: Cupola CU

Foundation materials: Concrete 65

Porches:

Plan: L-shape LS

Further description: The 26-room motel is anchored, at the driveway entrance, by a rectangular unit with hipped roof. More stylized than the rest of the building, it has a corner entrance, with conventional double-hung windows and glass block flanking the door. Vertical lettering on the door casing reads "Stanley" on one side and "Courtel" on the other. Attached to the back of this corner building, the remaining units are arranged in a linear L shape. Entry doors are paired, with each pair covered by a single gabled portico. Windows are 2/2 double-hung. A vented cupola is located on each of the 2 roof spans.

Site: Stanley Cour-tel, Bridgeton

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1950

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The Lindbergh Blvd. alignment, designated as Route 66 in 1936, was the preferred route for travellers who wished to bypass city traffic in St. Louis. Manchester and Watson roads, earlier alignments, still carried 66 traffic (Watson as City Route 66) even after the designation of Lindbergh, and continued to grow as local commercial arterials. But development along Lindbergh was slower and less concentrated, Stanley Cour-tel being typical of a more suburban development pattern. Constructed in the early 1950's by Stanley Williams, the motel retains much of its original flavor, with signage and landscaping nearly unchanged.

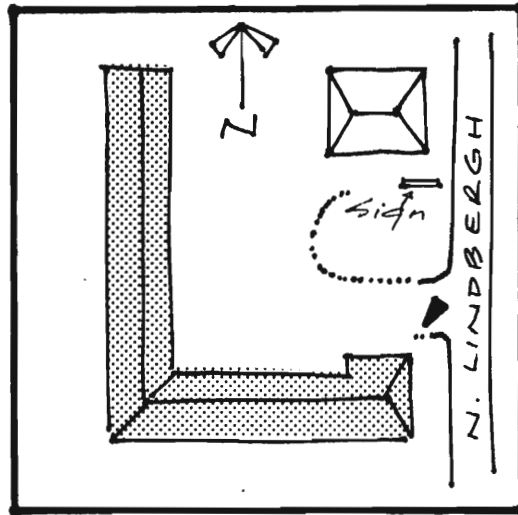
Description of environment and outbuildings: Located on a spacious grassy lot, the motel office sits on top of a gently declining slope. Behind it, the motel units form an L along the rear and side property lines.

Sources of information: Interview with Lucille Wood, September 1992; Polks' St. Louis County directories; county property records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





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SL-AS-014-233

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.003b **Roll/frame:** 1/44

Historic name: Stanley Cour-tel (office)

Other name:

Address: 4675 N. Lindbergh

City: Bridgeton

County: St. Louis Co.

Vicinity:

Section:

Township: 46N

Range: 6E Quad
St. Charles

Quarter sections:

Acreage:

Ownership: Private

Owner's name/address: Allen & Lucille Wood, 4675 N. Lindbergh, Bridgeton, MO

Resource type: Building

Stories: 2

Structural system: Undetermined UD

Exterior wall materials: Permastone over brick 99

Other materials:

Roof shapes: Hipped HP

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: The detached motel office, located on the NE corner of the lot, serves both as owners' residence and registration area. Distinctive building features include the large plate glass windows on all three sides of the building front, which reveal a knotty pine office interior. Permastone veneer has been applied over original masonry walls, but has not obscured the crisp "modern" lines of the building. Outside the building, two neon signs still stand: a vertical sign with arrow reading "office" (near the office entrance) and a larger motel sign, still bearing Mr. Williams' logo (at the front property line).

Site: Stanley Cour-tel, Bridgeton

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1950

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The Lindbergh Blvd. alignment, designated as Route 66 in 1936, was the preferred route for travellers who wished to bypass city traffic in St. Louis. Manchester and Watson roads, earlier alignments, still carried 66 traffic (Watson as City Route 66) even after the designation of Lindbergh, and continued to grow as local commercial arterials. Development along Lindbergh was slower and less concentrated, Stanley Cour-tel being typical of a more suburban development pattern. Constructed in the early 1950's by Stanley Williams, the motel retains much of its original flavor, with signage and landscaping nearly unchanged.

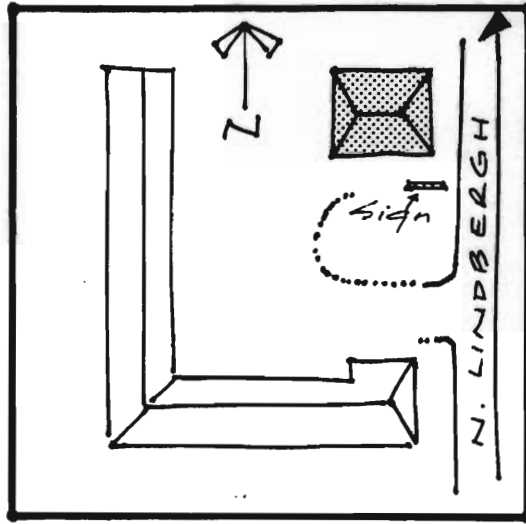
Description of environment and outbuildings: Located on a spacious grassy lot, the motel office sits on top of a gently declining slope. Behind it, the motel units form an L along the rear and side property lines. Mature boxwood, carefully manicured, define the sidewalks and curbs around the building and elsewhere on the grounds.

Sources of information: Interview with Lucille Wood, September 1992; Polks' St. Louis County directories; county property records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:







CARL'S
DRIVE IN

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Coca-Cola

9033

CARL'S
DRIVE IN

SLAS-014-235

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.013

Roll/frame: 2/32, 2/35

Historic name: "66" Park In Theatre + *Marquee*

Other name:

Address: 9338 Watson Road

City: Crestwood

County: St. Louis Co.

Vicinity:

Section:

Township: 44N

Range: 6E

Quad Kirkwood

Quarter sections:

Acreage: 17.23

Ownership: Private

Owner's name/address: 66 Drive-In, Inc., 1215 Des Peres Rd., St. Louis, MO

Resource type: Structure

Stories: 1

Structural system: Concrete block; steel

Exterior wall materials: Concrete block, metal

Other materials: Brick, glass block

Roof shapes: Flat; hipped

Roof materials: Asphalt

Roof features:

Foundation materials: Concrete

Porches:

Plan: N/A

Further description: The drive-in theater complex is composed of three structural elements: the signboard, the screen/concession stand, and the ticket booth. The sign, which fronts directly on Watson Road, is rectangular and mounted on four poles. "Park In Theatre" is written in neon letters across the top of the sign. Projecting off the sign towards the highway is an angular fin with "66" in the top corner, bordered above and below with horizontal bands of neon tubing. On the back side of the screen, facing the street, a painted metal skin bears the name of the theatre. Below it is a one-story structure which is sheathed in vinyl and has a hipped roof covered with composition shingle, four horizontal sliding windows, and a door. Mounted on the roof is a clock and rectangular neon sign announcing "Coming Attractions." To the side, a double-sided ticket booth is constructed of glass block and brick, with windows wrapping around the front and sides of the booth. A door is on the back of the booth. The booth has a flat roof; a triangular canopy extending off the front is supported by tubular metal posts. A concession stand and projection room are not publicly accessible.

Site: 66 Park in Theatre, Crestwood

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Moderne

Vernacular type: Other vernacular commercial buildings

Construction date: 1948

Alteration date:

Historic function: Recreation/culture ⁰⁸

Historic subfunction: Theater ^{08A}

Area of significance/context: Recreation/entertainment; transportation ^{120 290}

Significant person(s):

Significant event date:

History and significance: Beckoning viewers to "see the stars under the stars," the "66" Park In was opened on 26 September 1947 with a showing of "Lady Luck" with Frank Morgan, Barbara Hale, and Robert Young. Newspaper ads for the theater boasted "movie seats as comfortable as the ones in your car." Reflecting the postwar popularity of this simultaneously public and private form of entertainment, the theater was located on the fringes of suburban St. Louis, close enough to be accessible to city residents, but far enough to be spared the noises of urban traffic. Construction of the Park In followed a nationwide trend in which the number of drive-ins grew from 102 in 1945 to over 4,000 in 1955 (Jennings, p. 145). As elsewhere, entertainment at the Park In was not confined strictly to the screen. Free pony rides, sliding boards, a merry-go-round, Ferris wheel, and a pair of trained bear cubs were all included with the price of admission (Wallis, p. 57). For over 40 years, the Crestwood theater resisted encroaching commercial development but, in the mid-80's, it was put up for sale by longtime owner, Marguerite Crain. Subsequently the subject of a bitter estate dispute, the theater was sold in 1988 to the present owner for more than \$3.5 million. With only one other, it is the last operating drive-in in the St. Louis area.

Description of environment and outbuildings: Landscaped in front with low-growing evergreens and shrubs, and in back with mature deciduous trees. Located directly across the street from the popular Crestwood Shopping Center.

Sources of information: Polk's St. Louis county directories; Gould's St. Louis county directories; Michael Wallis, Route 66: The Mother Road. New York: St. Martin's Press, 1990; Jan Jennings, ed., Roadside America: The Automobile in Design and Culture. Ames, Iowa: Iowa State University Press, 1990; county property records; Christine Bertelson, "Final Call (?)", St. Louis Post-Dispatch, 10 April 1992; advertisements from the St. Louis Post-Dispatch dated 26 September 1947.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

66

PARK IN THEATRE

SINGLE WHITE FEMALE

R 1 SAT SUN PET SEMATARY 2 R

66 PARK IN FOR SALE 822 4520

"66"
PARK IN
THEATRE

CURING ATTRACTIONS



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SW-AS-014-241

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.007

Roll/frame: 6/20

Historic name:



Other name: Manchester Road Garage

Address: Manchester Rd. (parcel #26x430064)

City: Hollow

County: St. Louis Co.

Vicinity: X

Section: 17

Township: 44N

Range: 3E

Quarter sections: SE 1/4

Acreage: .33 acres

Quad Eureka

Ownership: Private

Owner's name/address: Doris D. Andrae, 344 Holloway Rd., Ballwin, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Pressed metal *50*

Other materials: Brick; wood *30 20*

Roof shapes: Gable *GB*

Roof materials: Metal *50*

Roof features:

Foundation materials: Concrete *65*

Porches: Canopy *PC*

Plan: Rectangle *RC*

Further description: Originally a single-bay filling station, this small wood frame structure is sheathed with pressed metal siding bearing a rock faced block pattern with beaded mortar joint. A full canopy in front is supported by two brick posts on piers. The gable end is sheathed in wood lap siding. The original storefront has been removed, and a double metal overhead garage door installed.

Site: Manchester Road Garage, Hollow

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1932

Alteration date: Storefront altered with garage door installation, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: One of the oldest and most important roads in Missouri, Manchester Road has been alternately known as Market Street Road (along which farmers hauled their produce to market in St. Louis), Highway 50, Highway 100, and Route 66 since it was first authorized a state highway in 1835. More commonly, however, it is known for the historic town of Manchester, which is on the highway's route and is one of the oldest settlements in St. Louis County on the road to Jefferson City. Manchester Road was first paved in 1921 and, as a result, it was chosen as the first designated path of Route 66 west of St. Louis. From 1926 to 1932 -- when Watson Road was constructed and highway traffic was rerouted -- Manchester Road carried Route 66 travellers through the small towns of Maplewood, Brentwood, Kirkwood, Des Peres and Ballwin. This small garage in Hollow -- originally known as Dutch Hollow, for two early settlers named Dutch Charley and Dutch Bill -- is one of the last remnants of roadside enterprise in this area. No further information on the business is available.

Description of environment and outbuildings: Located in a very rural setting on the south side of Manchester Road (Hwy. 100) near the intersection with Hencken Rd. Set back approximately 50 feet from the highway, the station sits on a bank which drops off to a large cultivated field.

Sources of information: County property records; newspaper clippings, reminiscences and ephemera from the personal collection of Jack Geders, Kirkwood, MO, interviewed by Tim Walsh, February 1993.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



Sw-As-014-242

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.004

Roll/frame: 4/22

Historic name: Parker Service Station

Other name: Bolch Service Station

Address: 802 S. Lindbergh Blvd.

City: Ladue

County: St. Louis Co.

Vicinity:

Section:

Township: 45N

Range: 6E Quad

Quarter sections:

Acreeage:

Crew Coue

Ownership: Local

Owner's name/address: Union Electric Company, Chouteau Ave., St. Louis, MO

Resource type: Building

Stories: 1 - 1

Structural system: Wood frame *WU*

Exterior wall materials: Weatherboard *20*

Other materials:

Roof shapes: Gable; flat *GB Ft*

Roof materials: Wood shingle; asphalt *25 63*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: Irregular *12*

Further description: Designed in a rustic, Picturesque cottage style, features include a steeply pitched gable roof, wood shingles, and wood lap siding. Originally a simple rectangular building, the station was expanded to the rear with a small, L-shaped addition. The flat-roofed rear addition has a false skirt roof, which is covered in wood shingles. Windows are 2/2 double-hung. Three underground storage tanks behind the building were removed in December of 1992.

Site: Parker Service Station, Ladue

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: 20th Century Revival (Picturesque cottage)⁵⁰

Vernacular type: Other vernacular commercial building ⁶⁹

Construction date: ca. 1945

Alteration date: Rear addition, date unknown ⁰⁰⁰⁰

Historic function: Commerce/trade ^{02 16}

Historic subfunction: Specialty store ^{02E 160}

Area of significance/context: Transportation ²⁹⁰

Significant person(s):

Significant event date:

History and significance: Designated as Route 66 in 1936, Lindbergh Blvd. was slow to experience the dense commercial development that characterized the more congested City Route 66. Instead, this area of St. Louis County saw the steady growth of comfortable suburban neighborhoods, the design of this particular business reflecting both the scale and appearance of the surrounding area. Constructed in the early 1940's, this was one of only two gasoline and oil service stations listed in the 1946 city directory at a Lindbergh Blvd. address. Known as Parker Service Station and Bolch Service Station, the building was leased for some time (at least since 1975) by the Midwest Petroleum Company. With the widening of the road, frontage on Lindbergh has been reduced to approximately 15 feet, and the station has been abandoned.

Description of environment and outbuildings: Located at the southeast corner of Lindbergh and Conway on a deep, narrow lot, about one mile north of a major intersection with Clayton Blvd. Building faces south onto Conway.

Sources of information: County property records; Gould's St. Louis county directories; Polk's St. Louis county directories.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



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SW-AS-014-243

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.008

Roll/frame: 1/12

Historic name: Rischbieters Automotive

Other name:

Address: 7750 Watson Rd.

City: Marlborough

County: St. Louis Co.

Vicinity:

Section:

Township: 44N

Range: ^{6E} Quad Webster Groves

Quarter sections:

Acreage:

Ownership: Private

Owner's name/address: Crystal Motel, Inc., 7750 Watson Rd., St. Louis, MO

Resource type: Building

Stories: 1-1

Structural system: Concrete block CB

Exterior wall materials: Brick 30

Other materials:

Roof shapes: Flat FT PR

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: A 3-bay garage with office, this building is constructed of yellow brick over concrete block. The office facade is stepped back slightly from the front garage wall. Contrasting red brick trim -- over garage doors and window caps and sills -- provides ornamental detail. A double band of red brick along the top front and side walls give the building a more unified and imposing appearance. The westernmost (single) garage bay appears to be an addition.

Site: Rischbieters Automotive, St. Louis

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1941

Alteration date: Side bay addition, date unknown 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: This building has been continuously operated as Rischbeiter's Garage since it opened in 1941. Next to it is the Crystal Motel -- also constructed by Rischbieter five years later. Though more prevalent in isolated rural locations, this kind of clustered site development was common among entrepreneurs along the highway who sought to maximize the value of their property by combining complementary services on a single site. Some motels, for instance, offered overnight car repair service to their customers, although there is no record of such an arrangement at this location.

Description of environment and outbuildings: Located on an irregular, triangular lot that is bounded on the west side by Birkenhead Drive, which was vacated in 1954. The Crystal Motel, now vacant, is on the adjacent lot to the east. The Coral Court Motel, a National Register site, is across Watson Road to the north. The area to the rear of the garage is wooded. A small metal utility shed is behind the building.

Sources of information: Polks' St. Louis County directories; County property records; State inventory form for Crystal Motel, prepared by Esley Hamilton in February, 1987.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

RISCHBIETERS AUTOMOTIVE





SW-AS-014-245

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.010

Roll/frame: 1/27

Historic name: Chippewa Tourist Cottages

Other name: Chippewa Motel

Address: 7880 Watson Road

City: Marlborough

County: St. Louis Co.

Vicinity:

Section:

Township: 74N

Range: 6E Quad Webster Groves

Quarter sections:

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Jayantibha & Jasvantibe Desai, 7880 Watson Rd., St. Louis, MO

Resource type: Building

Stories: 1;2

Structural system: Wood frame *WU*

Exterior wall materials: Brick *30*

Other materials:

Roof shapes: Gable; hipped *GB HP*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches:

Plan: U-shape *U5*

Further description: Facing north towards Watson Road, the motel is composed of three principal parts: two linear wings on the east and west sides of the central "courtyard" (now fully paved for parking), and an irregular block of five units forming the bottom of the U. The bottom wing is anchored at the east end by a gabled two-story structure with utility room. All units are faced with a variegated brick. The one-story units have horizontal sliding windows. The two-story unit has 1/1 double-hung windows. All three wings have a continuous 4' porch overhang in front, supported by wrought iron posts and covering a concrete walkway. Due to changes in grade, the roofline is stepped down slightly from front to back between the individual units. The northernmost unit on the west wing has a hipped roof.

Site: Chippewa Motel, Marlborough

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other commercial vernacular building 69

Construction date: ca. 1937

Alteration date: Units added and joined, date unknown 0000

Historic function: Domestic 01

Historic subfunction: Hotel 010

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Originally composed of 13 freestanding cottages, the Chippewa represents a transitional period in overnight travel services. In its early years, the cottage industry accommodated both the destination and the recreational traveller. In 1938, for instance, a guest at the Chippewa paid \$1.50 to \$3.00 per night for inside hot and cold running water, access to the community toilets and shower, and unlimited open trailer space. These were the waning years of the autocamping fad, however, and travellers began demanding greater comfort and range of services. By the late 1940's, linked or clustered configurations were preferred. Following that trend, the Chippewa was remodelled to its current appearance. The motel is now used for apartments.

Description of environment and outbuildings: Located on a gently sloped lot. The center courtyard area is fully paved. A tall neon sign, mounted on two poles, stands close to the front property line.

Sources of information: "Tourist Accommodation Directory," brochure produced by the Shell Petroleum Corporation, copyright 1938; Polk's St. Louis County directories; county property records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-246

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.011 **Roll/frame:** 1/23

Historic name: Duplex Tourist Cottages

Other name: Duplex Motel

Address: 7898 Watson Road
City: Marlborough

County: St. Louis Co. **Vicinity:**

Section: **Township:** 4N **Range:** 6E Quad Webster Groves
Quarter sections: **Acreage:** Less than one acre

Ownership: Private
Owner's name/address: Madhukar & Pravinaben Bhakta, 7898 Watson Rd., St. Louis, MO

Resource type: Building
Stories: 1
Structural system: Wood frame *WU*
Exterior wall materials: Brick *30*
Other materials:
Roof shapes: Gable; hipped *GB HP*
Roof materials: Asphalt *63*
Roof features:
Foundation materials: Concrete *65*
Porches:
Plan: Irregular *IR*

Further description: This 15-unit motel complex is composed of two linear wings, with an office and covered drive-through all connected beneath a single roof. In the center of the complex is a hipped, rectangular office, now used as the manager's residence. Adjoining it to the east is a simple linear wing of 9 units. The low-pitched gable roofline here is broken between each pair of units. In front of this wing, and around the front perimeter of the office, a full porch overhang covers a concrete walkway, and is supported by decorative wrought iron supports. To the west, a six-unit ell is designed in the same manner, but is connected to the office by an open canopy, under which customers might park to register. The whole is sheathed in brick and forms an irregular L-shaped configuration. Windows in the office are 1/1 double-hung; elsewhere on the building, small horizontal sliding windows are used.

Site: Duplex Motel, Marlborough

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other commercial vernacular building 69

Construction date: ca. 1936

Alteration date: Units added and joined, date unknown 0000

Historic function: Domestic 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: The Duplex Motel was one of the first of about 7 tourist cabins, cottage camps, or auto courts constructed along a 3-mile stretch of Watson Road between 1936-41. Now a 15-unit apartment complex, it was originally composed of 11 freestanding cottages offering private toilets and showers, and hot and cold inside running water at a cost of \$2.00 to \$3.00 per night. By the late 1940's, however, linked or clustered configurations were preferred and, following that trend, the Duplex was remodelled to its current appearance.

Description of environment and outbuildings: Located along the back property line of this slightly sloped lot, now fully paved. Mature trees behind the building serve as a buffer between the noisy highway and a quiet residential neighborhood. Surrounded on either side by small, mixed businesses on large lots.

Sources of information: "Tourist Accommodation Directory," brochure published by the Shell Petroleum Corporation, copyright 1938; Polk's St. Louis County directories; county property records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



OFFICE
NEWS

Sw-AS-014-247

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.012a **Roll/frame:** 2/3, 2/40

Historic name: La Casa Grand Tourist Camp (office)

Other name: La Casa Grand Motel

Address: 8208 Watson Rd.

City: Marlborough

County: St. Louis Co.

Vicinity:

Section:

Township: 44N

Range: 6E Quad Webster Groves

Quarter sections:

Acreage:

Ownership: Private

Owner's name/address: Bender & Wolz, Inc., 3915 Mitchford, St. Louis, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Concrete block 65

Other materials:

Roof shapes: Flat F+

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: Now the property manager's residence, the former motel office is constructed of concrete block and carries a mixed bag of Mediterranean, Spanish, and Mission-style details. These include: a flat roof with tile coping; metal grilles in basement windows; multi-paned metal casement windows; an elaborately ornamented front door frame, and; a plain wall surface punctuated with clay tile canales (water spouts). An illuminated neon clock hangs over the front door. The building's main entry is now the rear door, which is accessed by a wooden stair and porch.

Site: La Casa Grande Motel, Marlborough

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Mission/Spanish 55

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1940

Alteration date: 0000

Historic function: Domestic 01 02

Historic subfunction: Hotel 010 02A

Area of significance/context: Transportation 290 030

Significant person(s):

Significant event date:

History and significance: First listed in the 1941 County directory as La Casa Grande Tourist Camp, the motel was one of about 7 tourist cabins, cottage camps, or auto courts constructed along a 3-mile stretch of Watson Road between 1939-41. Now a 16-unit apartment complex, the motel was originally comprised of 8 units, according to the current owner, its design purportedly modelled after the old Alamo Motel chain.

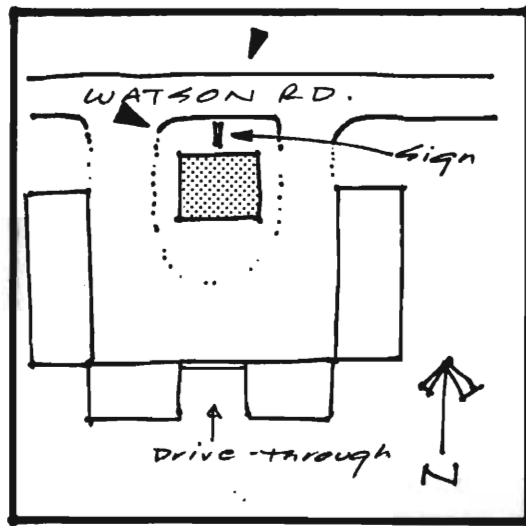
Description of environment and outbuildings: Sited on a shallow, sloped lot with a very narrow setback from Watson Road. Stepped concrete curbing defines a small, grassy yard in front. A colorful scripted neon sign, mounted on poles in the yard, advertizes the motel as "Like a Fine Hotel." A concrete wall still stands on the east side of the exit driveway. It is reported that an elaborate wrought iron arch once spanned the drive. A large transmission shop directly abuts the property to the west.

Sources of information: Interview with Jack Bender, September 1992; Polk's St. Louis County directories; County assesment records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





The Plaza Motel

MOTEL

ESTABLISHED 1925

La Casa Grande
MOTEL
A FINE MOTEL



LA CASA GRANDE

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ANY TIME

OFFICE
ENTRANCE

SW-AS-614-248

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.012b **Roll/frame:** 2/41

Historic name: La Casa Grand Tourist Camp (cabins)

Other name: La Casa Grand Motel

Address: 8208 Watson Rd.

City: Marlborough

County: St. Louis Co.

Vicinity:

Section:

Township: 44N

Range: 6E quad Webster Groves

Quarter sections:

Acreage:

Ownership: Private

Owner's name/address: Bender & Wolz, Inc., 3915 Mitchford, St. Louis, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Concrete block 65

Other materials: Plywood 24

Roof shapes: Flat Ft

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: U-shape US

Further description: Roughly laid out in a U shape, the Casa Grande motel units are constructed of concrete block. Like the office building in front (see SLCO.012a), the units have flat roofs with tile coping, multi-paned metal casement windows, and a plain wall surface punctuated with clay tile canales. Metal awnings are installed above all windows. The area between living units is covered to create a carport or attached garage; interior doors allow some occupants direct access to the garages. On the outside facade, carport openings are arched to give the appearance of a Spanish arcade.

Site: La Casa Grande Motel, Marlborough

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Mission/Spanish *SS*

Vernacular type: Other vernacular commercial building *69*

Construction date: ca. 1940

Alteration date: *0000*

Historic function: Domestic *01*

Historic subfunction: Hotel *010*

Area of significance/context: Transportation *290 030*

Significant person(s):

Significant event date:

History and significance: First listed in the 1941 County directory as La Casa Grande Tourist Camp, the motel was one of about 7 tourist cabins, cottage camps, or auto courts constructed along a 3-mile stretch of Watson Road between 1939-41. Now a 16-unit apartment complex, the motel was originally comprised of 8 units, according to the current owner, its design purportedly modelled after the old Alamo Motel chain.

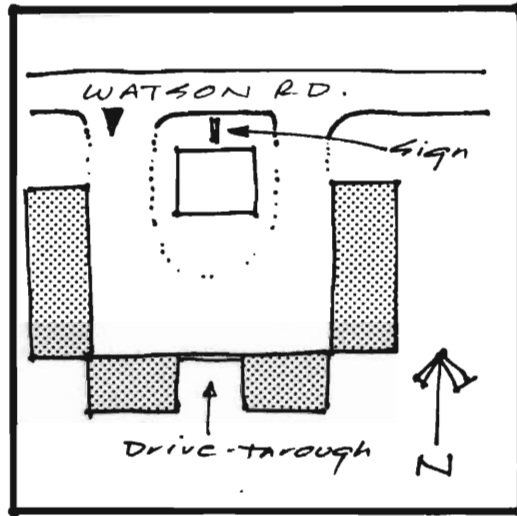
Description of environment and outbuildings: The motel units are strung along the outermost edges of a shallow, sloped lot. A creek and wooded area form a natural boundary to the south. A large transmission shop directly abuts the property to the west.

Sources of information: Interview with Jack Bender, September 1992; Polk's St. Louis County directories; County assesment records.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-249

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.022

Roll/frame: 4/24

Historic name: Ivy Motel

Other name:

Address: 10143 Old Olive St.

City: Olivette

County: St. Louis Co.

Vicinity:

Section: 1

Township: 45N

Range: 5E

Quad Creve Coeur

Quarter sections: NE 1/4

Acreage: Less than one acre

Ownership: Private

Owner's name/address: Shantu & Sunlia Bhakta, 10143 Old Olive St, St. Louis, MO

Resource type: Building

Stories: 1

Structural system: Undetermined ^{UD}

Exterior wall materials: Brick ³⁰

Other materials: Wood ²⁰

Roof shapes: Complex ^{CM}

Roof materials: Asphalt ⁶³

Roof features: Cupola ^{CU}

Foundation materials: Concrete ⁶⁵

Porches: Side canopy ^{AW}

Plan: L-shape ^{LS}

Further description: A combined residence and motel, the Ivy Motel is constructed in an L-shaped plan. The house in front, which sits parallel to the street, is the dominant mass. Constructed of brick, it has wood lap siding in the side-facing gable ends and the full front dormer. On the back side of the building, a second-floor addition extends back from the ridgeline over the rear wing. The addition also has wood lap siding. On the west side elevation, just off the driveway, is the entrance to a small office. There is a flat metal canopy over this side entrance supported by metal poles. On the back side of the residence is the long end of the L, which contains about a dozen two-room units. Each unit is entered through a single entry -- nearly all of them having a metal awning cover -- and has a 1/1 double-hung window overlooking the side parking lot. There is a square, vented cupola midway down the ridgeline of this rear wing.

Site: Ivy Motel, Olivette

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Ranch style

Vernacular type: Other vernacular commercial building *69*

Construction date: ca. 1955

Alteration date: Second-floor addition, date unknown *0000*

Historic function: Domestic *01*

Historic subfunction: Hotel *010*

Area of significance/context: Transportation *290*

Significant person(s):

Significant event date:

History and significance: The Lindbergh Boulevard alignment, designated as Route 66 in 1936, was the preferred route for travellers who wished to bypass city traffic in St. Louis. Manchester and Watson roads, earlier alignments, still carried 66 traffic (Watson as City Route 66) even after the designation of Lindbergh, and continued to grow as local commercial arterials. Development along Lindbergh was slower and less concentrated, the Ivy Motel being typical of a more suburban development pattern. Located on the western fringe of a residential area, on what was then a major intersection with Lindbergh, the Ivy was designed to serve the commercial trade along the highway while still blending into the neighborhood to the immediate east. Accordingly, the building was constructed in a modest Ranch style then popular in suburban housing developments. According to the desk clerk working at the motel, the previous owner was a Mr. Marchesi, who may have been the original owner. The second floor was added during his occupancy (ca. 1955 - 1980) to accommodate his growing family of eight. A postcard postmarked 1958 advertises the "hospitality, comfort and economy" of the motel, which offered free TV and air conditioning. According to available records, the business has always been known as the Ivy Motel.

Description of environment and outbuildings: Located at the northeast intersection of Lindbergh Boulevard and Old Olive Street, the Ivy Motel sits back on a grassy lawn, the setback compatible with adjacent residential lots. A nonhistoric pole-mounted illuminated sign stands at the front of the yard.

Sources of information: City property records; St. Louis City directories; postcards from the collection of Scott Sargent, Lee's Summit, MO; interview with motel desk clerk, September 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



MOTEL

OFFICE

Ivy
MOTEL

SW-AS-014-250

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.020

Roll/frame: 6/15

Historic name: Jensen Point

Other name: Jensen Point Scenic Overlook

Address: Business Loop 44

City: Pacific

County: St. Louis Co.

Vicinity: X

Section:

Township: 43N

Range: 3E

Pacific

Quarter sections:

Acreage:

Ownership: State

MHTD

Owner's name/address: Missouri Department of Highways & Transportation, Jefferson City

Resource type: Structure/site

Stories: N/A

Structural system: Load bearing stone

Exterior wall materials: Limestone

Other materials:

Roof shapes: Hipped (pyramidal)

Roof materials: Wood shake

Roof features:

Foundation materials: Limestone

Porches:

Plan: N/A

Further description: Located atop the bluffs overlooking Route 66 and the city of Pacific is Jensen Point, a natural park and shelter. The overlook is reached via two paths which lead up from a parking lot directly off the highway (and within easy walking distance of the Red Cedar Inn, SL.019). Stone steps have been cut into the steep hillside on the east side of the bluff; the north approach to the overlook is less rigorous. Levelling off on a natural rock ledge near the top of the hill, the overlook is terraced, with rock-faced random ashlar walls capped by flat limestone slabs. Serpentine walls enclose each of three levels of terracing. Crowning the site is an open pyramidal shelter, its wood shake roof supported by four massive piers. Heavy timber framing beneath the roof is exposed.

Site: Jensen Point, Pacific vicinity

Architect/Designer/Engineer: National Park Service ^{NPS}

Builder/Contractor/Craftsman: Civilian Conservation Corps ^{CCC}

Architectural style: Rustic

Vernacular type: N/A

Construction date: ca. 1939

Alteration date:

Historic function: Recreation/culture; landscape <sup>08 15
08F 15K</sup>

Historic subfunction: Outdoor recreation; park ^{180 290}

Area of significance/context: Landscape architecture; transportation

Significant person(s): Lars Peter Jensen

Significant event date:

History and significance: Fearing the adverse effects of "overcrowding, unsightly development and air pollution that was slowly destroying many rare plant species," the trustees of the Missouri Botanical Garden -- located in St. Louis -- purchased a 1,600 acre tract of land in Gray Summit in 1925 for the purpose of relocating there, if necessary. Sandwiched between the Meramec River and Route 66, the Gray Summit site instead became a nationally recognized arboretum, dedicated to preserving the diverse Ozark landscape in a natural setting. To complement that work, a beautification plan was developed in the early thirties for the highway which connected the arboretum with the city. Known as the Henry Shaw Gardenway -- in honor of Henry Shaw, who established the Missouri Botanical Garden in 1858 -- it bordered 30 miles of Route 66 west of St. Louis. Planted in native flowers and shrubs, with hawthorn, redbud and dogwood trees introduced among the standing hickory, oak and pines, the gardenway plan was "developed by a local association with the assistance of the National Park Service and the Missouri State Highway Commission" (WPA Guide, p. 406). Picnic areas, foot and bridle trails, and other recreational facilities were also incorporated into the master plan for the Gardenway. Two structures still standing along the route -- the Jensen Point overlook and a schoolbus shelter in Allentown -- were part of the Gardenway plan. According to Al Foster, both shelters were constructed by CCC workers from Camp 5000 at Pacific. Like the visitors' center at the Arboretum (constructed in 1936), both were built of Bedford limestone. The overlook was dedicated in 1941 to Lars Peter Jensen, the first president of the Henry Shaw Gardenway Association and manager of the Shaw Arboretum for 18 years. Essentially intact, Jensen Point would be eligible for National Register designation as part of a thematic nomination, along with the Allentown shelter and Arboretum visitors' center.

Description of environment and outbuildings: See above.

Site: Jensen Point, Pacific vicinity

Sources of information: County property records; Michael Wallis, Route 66: The Mother Road. New York: St. Martin's Press, 1990; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University Press of Kansas, 1986; letter from Al Foster to Esley Hamilton dated 15 December 1990, from the files at the St. Louis County Parks & Recreation Department, Clayton, MO; letter from the National Park Service to the Region II Director (in Omaha) dated 14 October 1937, from the files at the St. Louis County Parks & Recreation Department, Clayton, MO; handout from the Shaw Arboretum.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993







SW-AS-014-254

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: SL.019

Roll/frame: 7/29, 7/33

Historic name: Red Cedar Inn

Other name:

Address: Business Loop 44

City: ~~Allenton~~ Pacific

County: St. Louis Co.

Vicinity: X

Section:

Township: 43N

Range: 3E

Quail
Eureka

Quarter sections:

Acreage:

Ownership: Private

Owner's name/address: Ginger Gallager

Resource type: Building

Stories: 1 - 1

Structural system: Wood frame WU

Exterior wall materials: Log; brick 23 30

Other materials: Wood plank 20

Roof shapes: Gable (butterfly) 6B 6B

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Full, hipped Fu St

Plan: Rectangle RC

Further description: The original part of this building (now the main dining room) has a central entrance and broad, low-pitched gable roof. A full hipped porch has wood shingle roofing; beneath it, the four supporting posts and rail are unfinished stripped wood poles. A small wood frame airlock encloses the front entry door. Exterior walls are saddle notch red cedar logs and brick. The brick half-wall extends from ground level to window sill; walls above are log construction, with flush horizontal rough wood planks in the gable ends (originally clapboard). Windows on the south and west facades are functional 1/1 double-hung. A bar room addition on the east side of the building is also gabled, its ridge beam parallel with that of the main building, in butterfly configuration. Similarly constructed of brick, log and plank, the bar room's east windows have been enclosed with cross-braced half-timbers and plywood. A rear shed addition extends the full width of the two combined structures (date of addition is unknown).

Site: Red Cedar Inn, Allenton

Architect/Designer/Engineer:

Builder/Contractor/Craftsman: Dutch Wehrle (head carpenter)

Architectural style: Rustic

Vernacular type: Other vernacular commercial building 69

Construction date: 1934

Alteration date: Bar room added 1935; rear addition and airlock, date unknown 0000

Historic function: Commerce/trade 02 02

Historic subfunction: Restaurant; specialty store 026 02E

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to a printed family history, the Red Cedar Inn was established in 1934 by James and Bill Smith. The logs used to construct the inn were cut from the family farm in Villa Ridge on St. Louis Rock Road. The bar room was added the following year. Dutch Wehrle of Eureka was head carpenter on the project. Helping him were local carpenters Vic Mottert and Harry Bush. The log chinking was done by George and Otto Manetzke. Bricks were made at the nearby Pacific Brick Company. A postcard from the period shows gasoline pumps in the front parking lot. In 1944, James II and his wife Katherine bought the business from his father. Along with James III and Ginger, they ran the business until 1972, when James II retired. The restaurant was reopened in 1987 under the management of James II and Ginger, making this one of the longest-running family businesses along Route 66 in the state.

Description of environment and outbuildings: Located in a rural setting beyond the eastern edge of Pacific city limits. A small wood frame outbuilding at the west front corner of the inn - a contributing resource -- was at one time a seasonal produce or barbeque shack, with hinged windows allowing plenty of air circulation. Until the 1970's, the inn was directly accessible to Jensen Point, a scenic stop along the Henry Shaw Gardenway directly adjoining this site. That there was some crossover traffic between the two is indicated on a postcard of the overlook, captioned "Red Cedar Inn" (see SL.020).

Sources of information: Pamphlet prepared and distributed by the Smith family; postcards from the collection of Jim Powell of St. Louis, MO, and John Bradbury, Rolla, MO; research assistance by Jeff Nieder.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993



RED
CEDAR INN
RESTAURANT

FORD

RED CEDAR
INN

Good Food & Mixed Drinks

SW-AS-014-255

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: WB.009

Roll/frame: 45/7

Historic name: Ranch Hotel

Other name: Holman Hotel, Holman Ranch, Exotic Animal Paradise

Address: Highway OO

City: Holman

County: Webster

Vicinity: X

Section: 32

Township: 30N

Range: 19W

Quad Stafford

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: Pat Jones, Rt. 1, Box 270, Strafford, MO

Resource type: Building

Stories: 1-1/2 -1

Structural system: Wood frame *WU*

Exterior wall materials: Wood *20*

Other materials: Stone *40*

Roof shapes: Gable *GB*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Stone *40*

Porches: Central bay *CB*

Plan: Irregular *12*

Further description: A small cottage located on the grounds of the old Holman Ranch, this building mimics many of the features of the historic hotel building which once stood on these grounds. The gabled building has a cobblestone foundation/half-wall. Upper walls are plywood with applied half-timber details. Rafter tails are exposed. A shed-roofed porch over the front entry stands on cobblestone piers and simple wood posts. Small two-lite windows are used throughout. A small rectangular wing extends off the back of the building.

Site: Ranch Hotel, Holman

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1920

Alteration date: 0000

Historic function: Unknown 01

Historic subfunction: 01D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: The Ranch Hotel, a noted local landmark, was constructed by the Holman family on the property referred to as the Holman Ranch. The Ranch included many acres of land on both side of Route 66, which are now the grounds of the Exotic Animal Paradise. The text on a vintage postcard of the guest house says it was "constructed almost entirely from material found on the Holman Ranch. It was established as a hotel and noted for good food before the construction of Highway 66; has been in continuous operation and was the first within several hundred miles of Springfield, MO, to be listed in Duncan Hines' 'Adventures in Good Eating.'" In addition to the hotel/restaurant, there were also five cabins on the site, of which this is one. According to a 1938 tourist directory, the cabins offered hot and cold running water and community toilets and showers at a cost of \$1.50. This single remaining structure is now used for storage.

Description of environment and outbuildings: Located on the south side of OO, the Holman Ranch is still surrounded by a well-maintained rock wall. Near the cabin are two stone gate pillars. An old wishing well/fish pond is also located to the west of the present business office.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; personal communication with Alf Smith by John F. Bradbury, March 1993; "Shell Tourist Accommodation Directory" copyright 1938 by the Shell Petroleum Corporation, from the personal collection of Scott Sargent, Lee's Summit, MO; postcard from the collection of Alf Smith, Marshfield, MO.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-256

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: WB.008

Roll/frame: 45/5

Historic name: Trask's Place

Other name: Skyline Cafe, Marshfield Country Club Main Course Cafe

Address: Highway CC

City: Marshfield

County: Webster

Vicinity:

Section: 3

Township: 30N

Range: 18W *Quad Marshfield*

Quarter sections: NE 1/4

Acreage:

Ownership: Private

Owner's name/address: Marshfield Country Club, P.O. Box 334, Marshfield, MO

Resource type: Building

Stories: 1

Structural system: Concrete block *CB*

Exterior wall materials: Stucco *61*

Other materials:

Roof shapes: Gable *6B*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *65*

Porches: Front half-canopy *AW*

Plan: Irregular *IR*

Further description: A tall, side-gabled concrete block building with single off-center entry flanked by two large display windows. To the left of the entry is a double-hung window, and on the small projecting wing on the east end are two small, fixed-sash windows. A shed-roofed canopy supported by four metal poles covers the front entry. According to assessor's records, there is a 38 x 12 foot canopy off the rear elevation as well. Walls have a thin stucco finish.

Site: Marshfield Country Club Cafe, Marshfield

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Single entry with display windows 69

Construction date: ca. 1930

Alteration date: 0000

Historic function: Commerce/trade 02

Historic subfunction: Restaurant 026

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: Skirting the edges of downtown Marshfield, known in the forties as a quiet agricultural community, Route 66 passed "several small cafes, gas stations, and a few tourist cabins" (Rittenhouse, p. 31). Originally a gas station/cafe known as Trask's Place, this building may have been constructed as early as 1927, according to long-time resident Alf Smith. Adjacent to the Marshfield airstrip, it was subsequently known as the Skyline Cafe. The Marshfield Country Club purchased the building around 1962.

Description of environment and outbuildings: Located on the south side of CC Highway near the intersection with Elm and Hubble Drive at the eastern city limits. There is a deep gravel drive in front of the building. The greenway is to the rear.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; personal communication with Alf Smith by John F. Bradbury, March 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



MARSHFIELD
Country CLUB
MAIN COURSE CAFE

CHEVROLET

CHEVROLET

SW-AS-014-257

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: WB.001

Roll/frame: 27/0, 26/23

Historic name: Abbylee Court #1 - #7

Other name: Abbylee Motel

Address: Highway CC

City: Niangua

County: Webster

Vicinity: X

Section: 18

Township: 31N

Range: 17W Quad Niangua

Quarter sections: SE 1/4

Acreage: 5.31 acres

Ownership: Private

Owner's name/address: Alan Jackson, Rt. 2, Box 420, Niangua, MO

Resource type: Building

Stories: 1

Structural system: Wood frame WK

Exterior wall materials: Weatherboard 20

Other materials:

Roof shapes: Gable GB

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Stoop St

Plan: Rectangle RC .

Further description: Seven small, three-room cabins comprise this former tourist court, all of them sharing the same essential features: broad side-gabled roof, gabled stoop supported by paired triangular knee braces, single off-center entry, clapboard siding and 1/1 double-hung windows. The manager's unit has been changed over the years, most significantly with the conversion of an attached garage to living space, and re-siding with hardboard lap. Two other units have small gable wings added to the front of the units. Essentially, however, they retain sufficient physical integrity to convey a distinctive sense of time and place.

Site: Abbylee Court, Niangua vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman bungalow ⁶⁵

Vernacular type: Other vernacular commercial building ⁶⁹

Construction date: ca. 1940

Alteration date: Various additions ca. 1976-81

Historic function: Domestic ⁰¹

Historic subfunction: Hotel ⁰¹⁰

Area of significance/context: Transportation ²⁹⁰

Significant person(s):

Significant event date:

History and significance: Abbylee Court was originally comprised of eight double cabins and a cafe. According to Ben Englehardt, current manager of the court, the cabins were rented by the night or the week, although four units were purportedly "held" for bootleggers who regularly passed through the area. Road signs advertised the Abbylee as "Strictly Modern" with "Good Food" -- specifically, meals and sandwiches -- available at the cafe (see postcard view). The cafe and one cabin were destroyed by fire after 1950. The cabins are now monthly rentals.

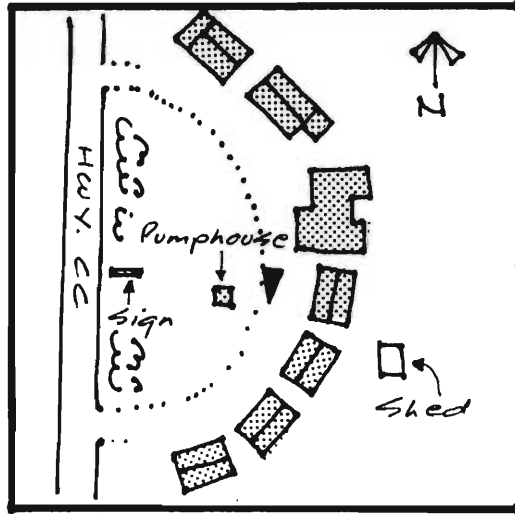
Description of environment and outbuildings: Cabins are arranged around a circular gravel drive. Facing onto a grassy center lawn (where the cafe once stood), the cabins are buffered from road noises by a lush canopy of pin oaks. Next to the road, at the front of the lot, is an original pole-mounted sign which reads "ABBYLEE Modern COURT Among the Trees." The campsite is located on the east side of CC, about one-half mile north of Niangua Junction.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; personal communication with Alf Smith by John F. Bradbury, March 1993; "Shell Tourist Accommodation Directory" (dated 1938), from the personal collection of Scott Sargent, Lee's Summit, MO; postcard (dated 1947) from the collection of James Powell, St. Louis, MO; interview with Ben Engelhardt in September of 1992.

Prepared by: Maura Johnson, Route 66 Association of Missouri

Date: June 1993

Location map:



ABBYLEE
MODERN
COURT
AMONG THE TREES





SW-AS-014-258

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: WB.003a **Roll/frame:** 27/9

Historic name: Carpenter's Camp (cafe/service station)

Other name: Oak Vale Park, Odds & Oldies Autos

Address: Highway CC

City: Niangua

County: Webster

Vicinity: X

Section: 25

Township: 31N

Range: 18W Quad Niangua

Quarter sections: SE 1/4

Acreage: 1.39 acres

Ownership: Private

Owner's name/address: Alf & Celeste Smith, 607 W. Jackson, Marshfield, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Weatherboard *21*

Other materials: Native fieldstone *40 20*

Roof shapes: Gable *6B*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Stone *40*

Porches: Stoop *ST*

Plan: Rectangle *RC*

Further description: An excellent example of a Craftsman style bungalow, this building has a broadly pitched roof with center gabled porch stoop. Triangular knee braces support the porch and deep eave overhang. The foundation and exterior gable end chimney are constructed of native fieldstone rubble. The foundation wall stands about four feet tall. Walls above are wood clapboard. Corner boards and water table provide additional definition. Windows are 6/6 double-hung sash. On both sides of the front entry, windows are clustered in three's. On side and rear elevations they are single or paired. The single off-center front door appears to be a later addition. The interior of the building was extensively remodeled in 1992.

Site: Carpenter's Camp, Niangua vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman bungalow 65

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1932

Alteration date:

Historic function: Commerce/trade 02 14 02

Historic subfunction: Specialty store; restaurant 02 E 16 0 00 G

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to the current owner, "the first verified business at this location was when Fred and Margaret Carpenter bought the property in 1936 and opened Carpenter's Camp. It was a Skelley station and cafe, with outdoor facilities that catered to groups for cookouts, picnic, etc. Also noted for large Sunday crowds for chicken dinners. In 1939 W.E. and Florence Onstott bought the business and changed the name to Oak Vale Park. They had Sinclair gas, cafe, cabins, and picnic grounds, and catered more to the tourist than the locals. It changed hands five times between 1944 and 1957, then becoming a private residence." Mr. Smith cites "the Marshfield Mail archives and the faded memories of many local residents" as his sources of information.

Description of environment and outbuildings: Located on a wooded, sloped site on the east side of Highway CC and 2.7 miles northeast of the Marshfield city limits. There are two cabins at the rear of the lot (see WB.003b), as well a small stone pumphouse and a wood frame garage.

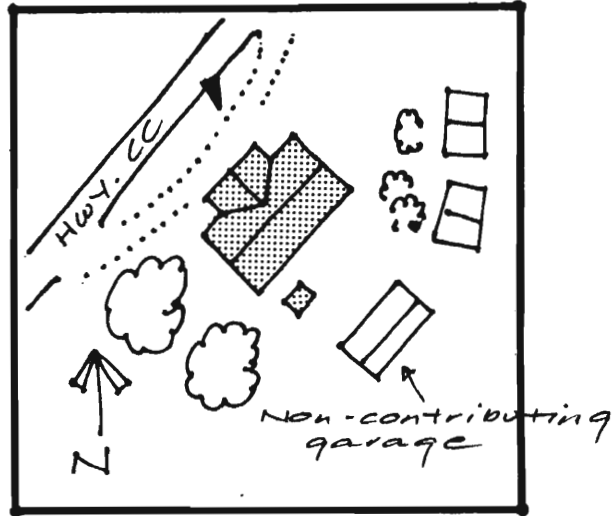
Sources of information: County property records; personal communication with Alf D. Smith by John F. Bradbury, March 1993; newspaper clippings and advertisements from the Marshfield Mail.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Site: Carpenter's Camp, Niangua vicinity

Location map:





SU-AS-014-259

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: WB.003b

Roll/frame: 27/12

Historic name: Carpenter's Camp (cabins) #1 + #2

Other name: Oak Vale Park, Odds & Oldies Autos

Address: Highway CC

City: Niangua

County: Webster

Vicinity: X

Section: 25

Township: 31N

Range: 18W

Quad Niangua

Quarter sections: SE 1/4

Acreage: 1.39 acres

Ownership: Private

Owner's name/address: Alf & Celeste Smith, 607 W. Jackson, Marshfield, MO

Resource type: Building

Stories: 1

Structural system: Wood frame *WU*

Exterior wall materials: Shingle *25*

Other materials:

Roof shapes: Gable *CB*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Concrete *LS*

Porches:

Plan: Rectangle *RC*

Further description: Two small cabins are located on this former campsite. Common building features include shingle siding, single off-center entry with 3-panel and single-lite wood door, 1/1 double-hung windows, and exposed rafter tails. Originally, the cabins were single-room units with an attached garage. The garage door opening, on the right half of the cabin, had angled upper corners. One of the remaining cabins retains that garage area. The other has been enclosed, with a window installed in the new shingled wall. Both cabins appear to be in excellent condition.

Site: Carpenter's Camp, Niangua vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman bungalow

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1940

Alteration date: 0000

Historic function: Domestic 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to the current owner, "the first verified business at this location was when Fred and Margaret Carpenter bought the property in 1936 and opened Carpenter's Camp. It was a Skelley station and cafe, with outdoor facilities that catered to groups for cookouts, picnic, etc. Also noted for large Sunday crowds for chicken dinners. In 1939 W.E. and Florence Onstott bought the business and changed the name to Oak Vale Park. They had Sinclair gas, cafe, cabins, and picnic grounds, and catered more to the tourist than the locals. It changed hands five times between 1944 and 1957, then becoming a private residence." Mr. Smith cites "the Marshfield Mail archives and the faded memories of many local residents" as his sources of information.

Description of environment and outbuildings: Located on a wooded, sloped site on the east side of Highway CC and 2.7 miles northeast of the Marshfield city limits. At the front of the lot is the building that once served as the cafe and filling station (see WB.003a). The cabins are further back on the lot among the oak trees, along with a small stone pumphouse and a wood frame garage.

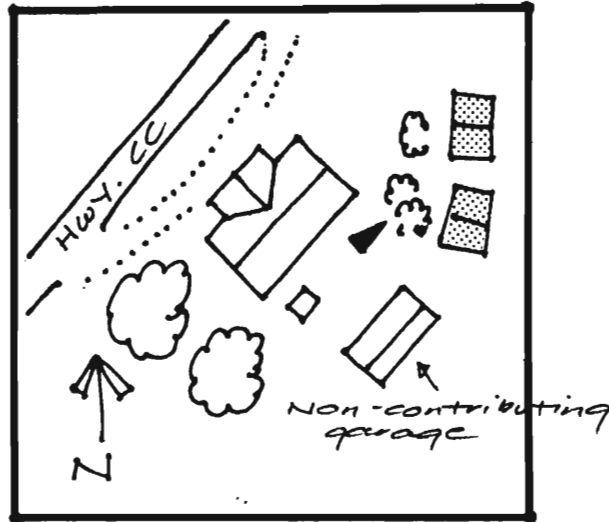
Sources of information: County property records; personal communication with Alf D. Smith by John F. Bradbury, March 1993; newspaper clippings and advertisements from the Marshfield Mail.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Site: Carpenter's Camp, Niangua vicinity

Location map:





SW-AS-014-260

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: WB.004

Roll/frame: 27/16

Historic name:

Other name: Highway CC Filling Station

Address: Highway CC

City: Niangua

County: Webster

Vicinity: X

Section: 25

Township: 31N

Range: 18W Quad High Prairie

Quarter sections: SE 1/4

Acreage:

Ownership: Private

Owner's name/address: Gary & Janet Dill, Rt. 1, Box 2538, Marshfield, MO

Resource type: Building

Stories: 1-1/2

Structural system: Wood frame WU

Exterior wall materials: Weatherboard 20

Other materials: Stone 40

Roof shapes: Gable GB

Roof materials: Asphalt 63

Roof features:

Foundation materials: Stone 40

Porches:

Plan: Rectangle RC

Further description: A picturesque cottage with steeply pitched gable roof, broad wood lap siding, and exterior chimney built of random rubble rock. A single off-center entry is flanked by a single and paired 1/1 double-hung windows. Single window openings on the side elevations have been boarded over. There is a small window in the attic gable end.

Site: Highway CC Filling Station, Niangua vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building⁶⁹

Construction date: ca. 1930

Alteration date:

Historic function: Commerce/trade ^{02 16}

Historic subfunction: Specialty store ^{02 E 16 D}

Area of significance/context: Transportation ²⁹⁰

Significant person(s):

Significant event date:

History and significance: In Webster County, Route 66 marks the northern border of the "Ozarks Playground," described by Jack Rittenhouse as "a large region of lake resorts for vacationists and fishermen" (p. 29). To serve the heavy tourist and travel trade, cabin camps and gas stations were located at almost every milepost along the winding roads between Lebanon and Springfield, many "equipped with a small garage for elementary repairs." This early filling station apparently never expanded its services but, as a concession to prevailing trends in design, it was constructed in a favored style that was well-suited to this pastoral setting on the banks of the Niangua River. According to Daniel Vieyra, "dozens of rural cottage models [like this] appeared during the twenties...[bearing] the clear stamp of the Picturesque influence" (p. 41). This building, a good example of a rural Picturesque type, is now vacant and in poor condition. No further information on the business is available.

Description of environment and outbuildings: Located on the east side of the Niangua River bridge, approximately 2.2 miles southwest of Niangua Junction.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; personal communication with Alf Smith by John F. Bradbury, March 1993; Daniel Vieyra, "Fill 'er Up": An Architectural History of America's Gas Stations. New York: Macmillan Publishing Company, 1979.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



SW-AS-014-261

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: WB.007

Roll/frame: 45/2

Historic name: Niangua Junction Service Station

Other name: Niangua Junction Station and Convenience Store

Address: Highway CC

City: Niangua

County: Webster

Vicinity: X

Section: 19

Township: 31N

Range: 19W⁷ Quad Niangua

Quarter sections: NW 1/4

Acres:

Ownership: Private

Owner's name/address: Don & Bonnie Penrod, Rt. 2, Box 950, Niangua, MO

Resource type: Building

Stories: 1-1

Structural system: Wood frame; concrete block WU CB

Exterior wall materials: Stucco 61

Other materials: Wood 20

Roof shapes: Complex HP GB

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Front canopy PD

Plan: Irregular IR

Further description: This garage/service station has had a number of additions since it was first constructed in the mid-thirties and, even now, is in the process of a thorough interior remodel. The original building, now surrounded on both sides by service wings, is rectangular in plan, with a single center entry flanked by large 12/8 (originally 1/1) display windows. Originally covered with narrow lap siding, the building is now has a stucco finish. The hipped roof extends out over the pump island, forming a deep canopy cover which is supported by three battered wooden piers. A large service bay was added to the north side of this main building after 1955. Constructed of concrete block, it has a shed roof and falsefront wall with a single fixed window; an overhead door on the north wall provides access to this area. Another wing on the south end of the building has recently been converted to a small convenience store space. Like the original building, this is a wood frame structure with stucco facing. There is a side entrance on the south wall. Double doors have recently been installed in the in the front wall of the connecting wing.

Site: Niangua Junction Service Station, Niangua

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman

Vernacular type: Other vernacular commercial buildings⁶⁹

Construction date: ca. 1935

Alteration date: Additions on north and south sides after 1955. Remodelled in 1992.

Historic function: Commerce/trade^{02 16}

Historic subfunction: Specialty store^{02E 16D}

Area of significance/context: Transportation²⁹⁰

Significant person(s):

Significant event date:

History and significance: In Webster County, Route 66 marks the northern border of the "Ozarks Playground," described by Jack Rittenhouse as "a large region of lake resorts for vacationists and fishermen" (p. 29). To serve the heavy tourist and travel trade, cabin camps and gas stations were located at almost every milepost along the winding roads between Lebanon and Springfield, many "equipped with a small garage for elementary repairs." According to an advertisement, Clyde Hagan was proprietor of this 24-hour Shell station in 1938, selling gas and oil, Marathon Tires, cold drinks, and ice. Don Davis operated the station from the mid-forties until 1952, when he was elected to the Missouri state legislature. For four years, Jack Clair then owned and operated the business, first as a Tydol station, then a Skelly station (supplied by Ivey Oil Company of Lebanon). From 1956 through the 1980's the station passed through several hands, and the buildings were expanded accordingly. The building was repossessed by the bank around 1990, but following a brief vacancy and some structural improvements, the current owners hope to reopen soon as a gas station/convenience store.

Description of environment and outbuildings: Located at the intersection of Highways CC and M, on the western outskirts of the town of Niangua. The intersection is indicated on state highway maps as Niangua Junction.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; personal communication with Jack Clair by John F. Bradbury, March 1993; advertisements from the personal collection of Alf Smith, Marshfield, MO; photographs from the Western Historical Manuscripts Collection at the University of Missouri in Rolla.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



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SW-AS-014-262

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: WB.002 **Roll/frame:** 27/8

Historic name: Rockhaven *Service Station*

Other name:

Address: Highway CC

City: Niangua

County: Webster

Vicinity: X

Section: 30

Township: 31N

Range: 17W *Quad Niangua*

Quarter sections: NW 1/4

Acreage: 4 acres

Ownership: Private

Owner's name/address: Doyle & Deanna Dixon, Rt. 1, Box 2450, Marshfield, MO

Resource type: Building

Stories: 1 - 1

Structural system: Load bearing stone *LS*

Exterior wall materials: Stone *40 90*

Other materials: Wood *20*

Roof shapes: Intersecting gable; shed *16 50*

Roof materials: Asphalt *63*

Roof features:

Foundation materials: Stone; concrete *40 65*

Porches:

Plan: Irregular *LS*

Further description: The main L-shaped mass of this large building is covered by two broad intersecting gable roofs, the expanse of each respectively 18 and 35 feet. The thick walls are built of random rubble rock, with pressed stone lintels and sills at all door and window openings. The wall material is a rough textured limestone or tufa. The front-facing gable facade has a single off-center entry and large display window. The gable end is sheathed with vertical wood panelling. There are cross-braced wood members in the gable end. The side-gabled wing also has a single entry at one end of the front facade and several 1/1 double-hung windows. On the back of the building is a 24 x 17 foot shed addition, also constructed of stone.

Site: Rockhaven, Niangua vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1925

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store; restaurant 02 E 16 D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: According to property records, Lawrence and Bertie Ferrier owned this site from 1920 to 1927. During that time, a right of way conveyance was recorded and, in 1929, a lease agreement with the Marshfield Oil Company. The Ferrier's may thus have been responsible for construction of this building. By 1932, a Conoco service station was on premises, although advertisements from the local paper show that by 1938 it had become a Texaco station. According to Alf Smith, Rockhaven was "originally a restaurant tavern, filling station, and cabins [and] was the most popular night spot during the 30's and 40's for beer and dancing." The business changed hands regularly -- owners included Bert Gregg, Gwendolin and Marchie Bright, Vera Turner, Mr. Luginbill and Chester Feller -- but the name always remained the same. The business was known to have operated as late as 1966. The building is now a private residence, a cabin in back used only for storage. The building is an interesting example of local techniques of stone construction.

Description of environment and outbuildings: Located at a broad bend on the east side of Highway CC, the current owners have frequently witnessed cars going off the road in front of their home. The building sits on a flat grassy lot at the edge of an open field, approximately 1.4 miles southwest of Niangua Junction. A stone cabin behind the residence is badly deteriorated, retaining minimal structural integrity.

Sources of information: County property records; title report in the possession of current owners, Doyle and Deanna Dixon, offered during an interview with them in September of 1992; personal communication with Alf Smith by John F. Bradbury, March 1993.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



Sw-As-014-263

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: WB.005

Roll/frame: 27/20

Historic name: Red Top Garage

Other name: Red Top Camp

Address: Highway OO

City: Northview Red Top

County: Webster

Vicinity: X

Section: 22

Township: 30N

Range: 19W Quad Stafford

Quarter sections: SE 1/4

Acreage: 1 acre

Ownership: Private

Owner's name/address: Thomas Masteller, Rt. 1, Box 298, Strafford, MO

Resource type: Building

Stories: 1

Structural system: Concrete block CB

Exterior wall materials: Concrete block CS

Other materials: Wood 20

Roof shapes: Gable GB

Roof materials: Metal 50

Roof features:

Foundation materials: Concrete 65

Porches:

Plan: Rectangle RC

Further description: A simple functional building constructed of concrete block and devoid of surface ornament, this is a two-bay garage with multi-lite corner display window and single front entry. Framing around the corner window indicates that it has been reduced in size. Vertical wood panelling is applied in the gable ends. There are two restroom doors on the southwest corner of the building. The side-facing gable roof is broadly pitched and has a deep front overhang.

Site: Red Top Garage, Northview vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: No style listed

Vernacular type: Other vernacular commercial building 69

Construction date: ca. 1940

Alteration date: 0000

Historic function: Commerce/trade 02 16

Historic subfunction: Specialty store 02E 16D

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: At the crest of the Northview hill, a mile-long winding grade, stood a cluster of buildings that were known collectively as the Red Top Camp. Like many other rural roadside stops, a variety of services were offered at the camp. In the late thirties there were seven cottages on site with private toilets and showers, hot and cold running water, and private cooking facilities. In addition to these top-of-the-line amenities, a cafe and garage were also located nearby. The Red Top Garage is the last remnant of that once-thriving enterprise. Following the demise of the other businesses, the garage was used briefly as an antique/gift shop, but is now vacant. Using an advertising method popularized elsewhere in the state by cave promoters, the owners of the garage painted "Red Top" on its red metal roof, making the building a highly visible landmark on the highway even after 66 was bypassed. The sign has since been painted over.

Description of environment and outbuildings: Located on an open lot on the south side of OO, approximately four miles west of Marshfield and less than one mile west of the intersection with County Road B.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; personal communication with Alf Smith by John F. Bradbury, March 1993; "Shell Tourist Accommodation Directory" (dated 1938), from the personal collection of Scott Sargent, Lee's Summit, MO.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993



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REPAIR
SERVICE

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SW-AS-014-264

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: WB.006a Roll/frame: 22/8

Historic name: Timber Hill Camp (residence/office)

Other name: Indian Camp

Address: Highway CC

City: Sampson

County: Webster

Vicinity: X

Section: 6

Township: ^{31N} 17W

Range: ^{17W} 31N Quad Niangua

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: Joseph Livingston, Rt. 2, Box 630, Niangua, MO

Resource type: Building

Stories: 1-1-1

Structural system: Wood frame W4

Exterior wall materials: Weatherboard 20

Other materials: 20

Roof shapes: Gable, shed 6B 6B 5D

Roof materials: Asphalt 63

Roof features:

Foundation materials: Concrete 65

Porches: Gabled stoop 5+

Plan: Irregular 12

Further description: Craftsman-style elements of this small residence include decorative exposed rafter tails, a shallow gabled porch stoop supported by triangular knee braces, narrow lap siding with corner boards, and 3/1 double-hung windows. Windows on the front facade are paired. A shed-roofed addition measuring 14 x 6 feet on the south rear corner of the building may be original. A larger gabled addition on the north front corner of the building has a single front entry and 1/1 window, and is sheathed with broad lap siding, indicating a later construction date. The building is in good condition.

Site: Timber Hill Camp, Sampson vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman ⁶⁵

Vernacular type: Bungaloid ⁶⁹

Construction date: ca. 1930

Alteration date: Addition on north elevation, date unknown 0000

Historic function: Domestic 01 02

Historic subfunction: Hotel 01D 02A

Area of significance/context: Transportation 290

Significant person(s):

Significant event date:

History and significance: In Webster County, Route 66 marks the northern border of the "Ozarks Playground," described by Jack Rittenhouse as "a large region of lake resorts for vacationists and fishermen" (p. 29). To serve the heavy tourist and travel trade, cabin camps and gas stations were located at almost every milepost along the winding roads between Lebanon and Springfield. A 1938 tourist directory describes the Timber Hill Camp as having three cottages, with private cooking facilities, community toilets and showers available for \$1-1.50 per night. Electrified trailer space cost only 50 cents. According to Alf Smith, the campground -- remembered by some locals as Indian Camp (perhaps incorrectly) -- was first operated by Florence Baldwin and then, from the forties until 1957, by Orville Ikerd. Today, the two remaining cabins are used for work space and storage and the main house is a private residence.

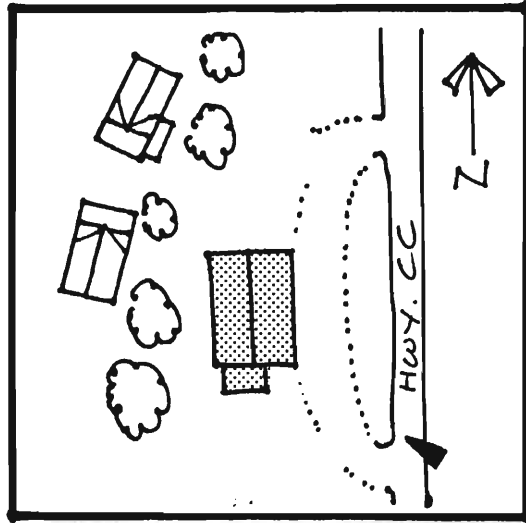
Description of environment and outbuildings: Set on a flat lot on the west side of Highway CC, in a very isolated location less than a mile south of Sampson. A gravel circular drive passes immediately in front of the house. Cabins are set back on the lot, surrounded by a row of mature deciduous trees.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; personal communication with Alf Smith by John F. Bradbury, March 1993; "Shell Tourist Accommodation Directory" copyright 1938 by the Shell Petroleum Corporation, from the personal collection of Scott Sargent, Lee's Summit, MO.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Location map:





SW-AS-014-265

ARCHITECTURAL/HISTORIC INVENTORY SURVEY FORM
Route 66 in Missouri

Reference No.: WB.006b **Roll/frame:** 22/9

Historic name: Timber Hill Camp (cabins) #1, #2

Other name: Indian Camp

Address: Highway CC

City: Sampson

County: Webster

Vicinity: X

Section: 6

Township: 31N 17W

Range: 17W 31N Quad Niangua

Quarter sections: SW 1/4

Acreage:

Ownership: Private

Owner's name/address: Joseph Livingston, Rt. 2, Box 630, Niangua, MO

Resource type: Building	#1	#2	1
Stories: 1-1			WU
Structural system: Wood frame	WU		20
Exterior wall materials: Weatherboard	20		16
Other materials:			63
Roof shapes: Gable, shed	16B SD		65
Roof materials: Asphalt	63		RC
Roof features:			
Foundation materials: Concrete	65		
Porches:			
Plan: Rectangle	RC		

Further description: The two remaining cabins on this lot were apparently very similar in appearance at one time. Originally they featured a front-facing gable with single off-center entry and 1/1 double-hung windows. One building has remained nearly intact, with a cross-gabled wing added on the south side. The other has been re-sided with a broader lap siding, and the wood double-hungs replaced with new aluminum windows; a 6 x 12 foot "mud room" addition projects off the front of this cottage.

Site: Timber Hill Camp, Sampson vicinity

Architect/Designer/Engineer:

Builder/Contractor/Craftsman:

Architectural style: Craftsman

Vernacular type: Bungalow 69

Construction date: ca. 1935

Alteration date: Addition and window replacement, date unknown 0080

Historic function: Domestic 01

Historic subfunction: Hotel 01D

Area of significance/context: Transportation 090

Significant person(s):

Significant event date:

History and significance: In Webster County, Route 66 marks the northern border of the "Ozarks Playground," described by Jack Rittenhouse as "a large region of lake resorts for vacationists and fishermen" (p. 29). To serve the heavy tourist and travel trade, cabin camps and gas stations were located at almost every milepost along the winding roads between Lebanon and Springfield. A 1938 tourist directory describes the Timber Hill Camp as having three cottages, with private cooking facilities, community toilets and showers available for \$1-1.50 per night. Electrified trailer space cost only 50 cents. According to Alf Smith, the campground -- remembered by some locals as Indian Camp (perhaps incorrectly) -- was first operated by Florence Baldwin and then, from the forties until 1957, by Orville Ikerd. Today, the two remaining cabins are used for workspace and storage and the main house is a private residence.

Description of environment and outbuildings: Set on a flat lot on the west side of Highway CC, in a very isolated location less than a mile south of Sampson. A gravel circular drive passes immediately in front of the house. Cabins are set back on the lot, surrounded by a row of mature deciduous trees.

Sources of information: County property records; Missouri State Highway Department, The WPA Guide to 1930s Missouri. Lawrence: University of Kansas Press, 1986; Jack D. Rittenhouse, A Guide Book to Highway 66. Albuquerque: University of New Mexico Press, 1990; personal communication with Alf Smith by John F. Bradbury, March 1993; "Shell Tourist Accommodation Directory" (dated 1938), from the personal collection of Scott Sargent, Lee's Summit, MO.

Prepared by: Maura Johnson, John F. Bradbury, Route 66 Association of Missouri

Date: June 1993

Location map:

