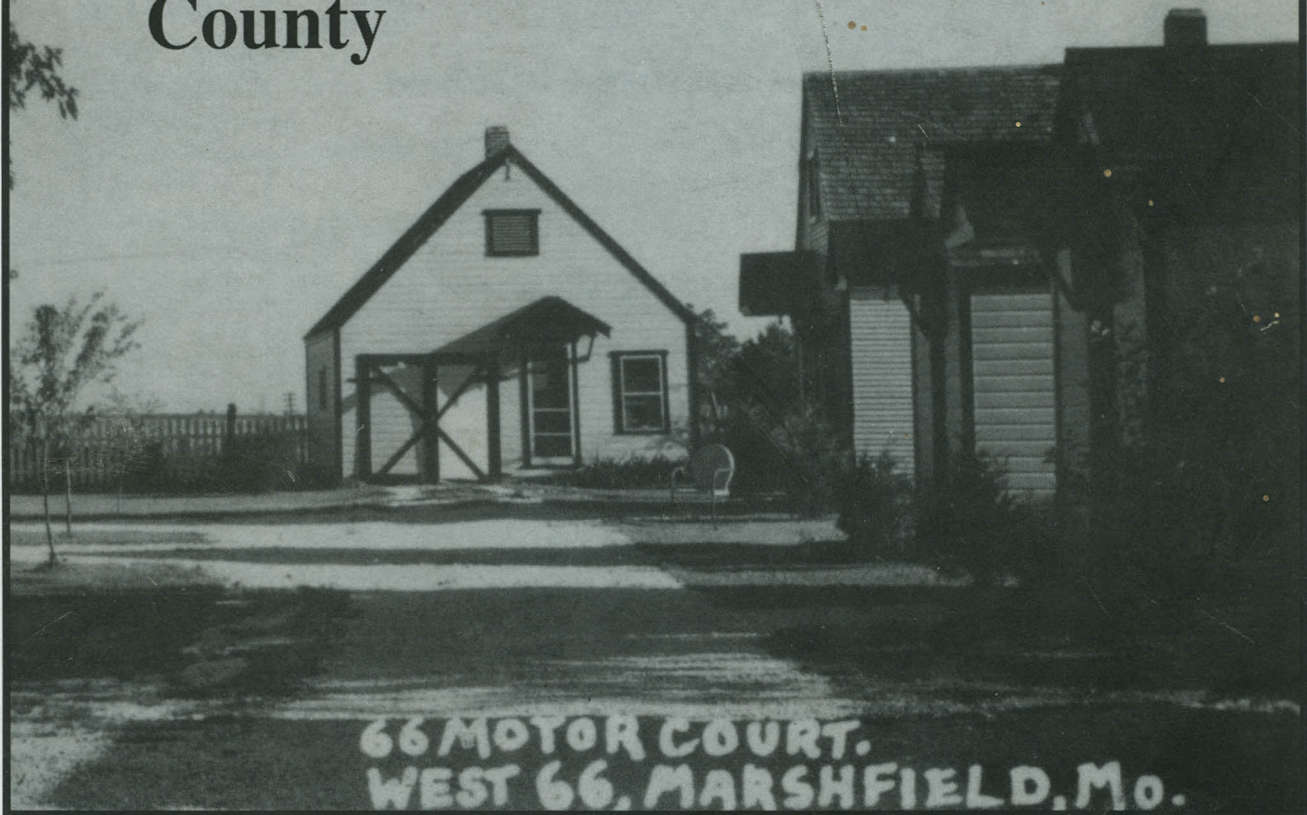




SHOW ME ROUTE 66

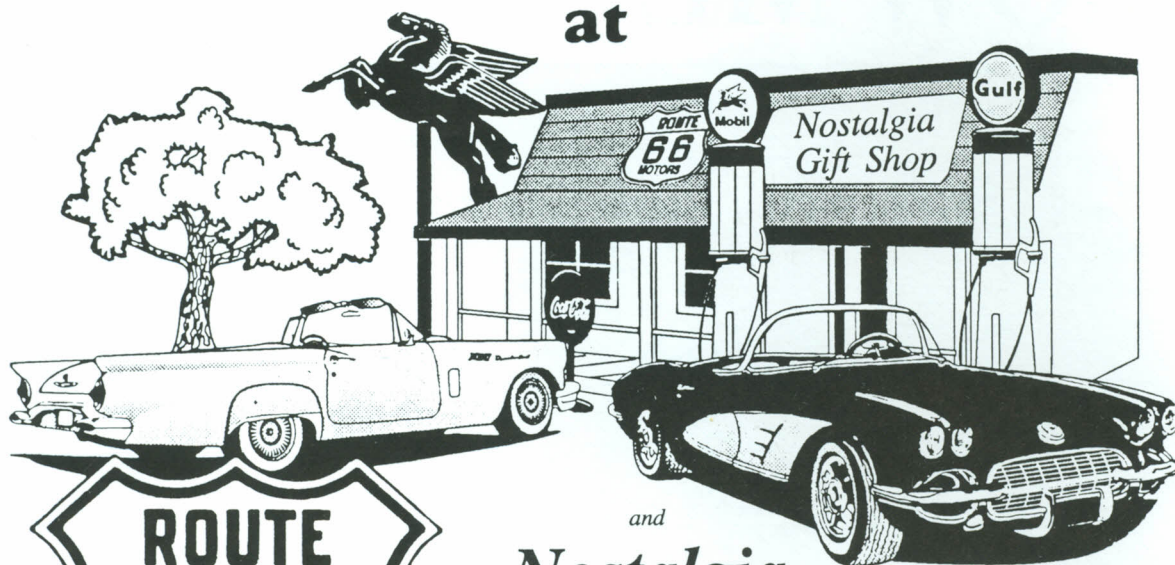


In This Issue:
**Webster
County**



Step Back in Time

at



and
*Nostalgia
Gift Shop*



Route 66 Collectibles



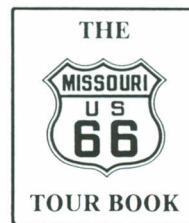
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Music Stars and Big Name Entertainment from all across America have chosen Branson to be their home. We are really excited, and want you to share in this excitement! You will see why Branson, Missouri is now recognized as the Number One Motorcoach Destination in America!

We look forward to hearing from you soon. Please call us toll free 1-800-337-5553. Berry & Mary Lana Misemer



Route 66 Association of Missouri

1995 6th Annual Motor Tour

**Weekend of
September 16 & 17**

The Tour will again be conducted as a **Poker Run**. It will start at 8 a.m., Saturday, September 16, with a **Breakfast Buffet** at either The Red Cedar Inn (in Pacific), or the Spring River Inn (in Riverton, Kansas). It will be "at your own pace," terminating at the Munger-Moss Motel (in Lebanon) at 5 p.m., and will be followed by the **Awards Banquet** at 6:30, and then a **Route 66 Memorabilia Auction** (see below).

Cost of the Tour is \$10 (per vehicle). This covers the entry fee and one poker hand. Additional "hands" can be purchased for \$5 each. The format of the "poker game" will be 7-card draw. There will be 7 stops along the route for you to obtain "cards" to fill out your hand; however, only 5 cards will be used to make your final hand.

The prize for the winning hand will be a Route 66 Commemorative Watch!

Door prize tickets will be given for each poker hand purchased. Additional tickets may be purchased at the banquet.

Cost of the Breakfast Buffet is \$4.95 (paid at site)

Cost of the Banquet at Lebanon is \$10 (advance payment required)

Route 66 Memorabilia Auction

The auction is a fund-raiser for the Association, and will be conducted after the awards banquet.
(Items will be displayed prior to the dinner.)

This is a chance to sell those duplicate, collectable items. What qualifies? Anything related to "The Mother Road," such as postcards, road maps, room keys, match books, ash trays. If it says "Route 66" it qualifies!

Any Association member can consign. Any Association member can bid. Consignors are limited to five (5) lots consigned. (Lot: any single item, or group of items making up a related grouping or set.)

10% of the auction proceeds will go to the Association. All are eligible to bid on every item, even the consignor.

Alf Smith will coordinate the auction.

In order to obtain lot numbers, send the items you wish to auction to him no later than August 30.

607 W. Jackson, Marshfield, MO 65706. (417) 859-5343.

Road Closure Information

Construction work on a new bridge over Center Creek on Route 66 west of Carthage has begun.

At this time, there is no available completion date.

Driving Instructions

Eastbound: When going east on Main street in Carterville, do not turn left on Pine. Continue straight ahead, crossing US 71. Turn left on US 71, to Carthage. Exit at the next off-ramp, Brooklyn Heights. Turn right and rejoin Route 66 into Carthage.

Westbound: After leaving Carthage on Oak Street and following it through Brooklyn Heights, cross over US 71. Left on US 71 to Carterville turnoff, rejoining Route 66 on Main street.

MEMBERS WILL RECEIVE REGISTRATION INFORMATION IN THE MAIL



SHOW ME ROUTE 66

Volume 7, Number 2 / Summer 1995

WANTED

Stories & Photos of Old Route 66

Show Me Route 66 magazine is looking for stories and photos of the old road. The emphasis of each feature issue of the magazine will be in a different county in Missouri. Any personal photos, anecdotes or reminiscences of old 2-lane Route 66 that we receive will be published in the appropriate issue so that others can share in your experiences.

Upon receipt of any material, copies will be made and the originals will be promptly returned to sender. It is preferred that submittals be in a typed format; however, handwritten or microcassette versions are also welcomed. Be sure to mark any package that contains photographs "Photos - Do Not Bend"

Go through your files and dig out those old photographs and postcards, and the stories that accompany them, or just send us your personal glimpses of old Route 66. By publishing the material, you will ensure that those experiences will be saved for future generations.

Submit material to:
Show Me Route 66
c/o C.H. Curtis
302 Gascony Drive
Lake St. Louis, MO 63367
(314) 625-8267

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The U.S. Route 66 Club

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1/4 Page: \$30/(4) Issues: \$100

Business Card: \$15/(4) Issues: \$50

Submit check and quality camera-ready copy to:

Route 66 Association of Missouri

c/o C. H. Curtis

2302 Gascony, Lake St. Louis, MO 63367

(314) 625-8267

The Route 66 Association of Missouri is made possible by membership dues and contributions from the public.

Comment

James R. Powell created the Route 66 Association of Missouri in January, 1990, serving as president and editor of its newsletter *Show Me Route 66*. In just a little over five years, the Association has grown to be one of the finest in the country, and the "newsletter" is recognized as one of the best produced of all other states' publications! Now, Jim has relinquished both positions, leaving behind a legacy of excellence and devotion to the Association that will continually challenge others to achieve. Jim Powell has our unending gratitude!

The Association has elected Ron Robb as its new president, with Jim serving on the board of directors. Also, in conjunction with this transition, *Show Me Route 66* magazine has undergone changes reflecting its move toward the next century. You will notice new organization and new graphics. We will also be actively pursuing material on Missouri Route 66 to publish (see side bar at left). The primary change, however, is that in the future, there will be quarterly issues of the magazine each year. With the "hurry-up" September publication of the next issue, we will publish in the FALL: Sept/Oct/Nov; WINTER: Dec/Jan/Feb; SPRING: March/April/May; and SUMMER: June/July/August. We are committed to this schedule of four issues a year! Each issue of the magazine will feature one of the 10 counties in Missouri that Route 66 traverses. It will emphasize that particular county, along with reporting what's going on in the rest of the state, and in other Route 66 states.

This issue highlights Webster County, with its typical Route 66 Ozarks beauty. We want to thank all those who contributed articles and photos for this issue. Karla Wilkerson created a wonderful photo essay. Alf Smith shares another of his "road stories" with us. And both compiled "fun facts" and vintage news clippings on Webster County. Warren Beck tells us about home milk delivery, and Carl Young and Charles Boulson share a little history of Young's Market. Mr. Boulson also reports on those who have traveled through Webster County without a vehicle! We learn about a couple of violent storms that have affected the area. Additionally, in what will be a regular feature, you will have an opportunity to "drive" through the featured county compliments of *The Missouri US 66 Tour Book*. We want to thank Diane Barnett of the Webster County Museum, and Herman & Clela Pearce, for their assistance and input. Also, please take note of the "Photo Credits" section on page 28.

We want to thank all of our advertisers, and hope you consider their products and services.

You are encouraged to join (or renew in) the Route 66 Association of Missouri. Subscription to *Show Me Route 66* magazine, and frequent newsletters, are included in membership. We hold regular meetings throughout the year, as well as an annual driving tour (see page 2). The Association is committed to preserving, promoting and developing Route 66 in Missouri. Individual efforts are enhanced by group activities. Together, we can make a difference! To inquire about membership, write the Route 66 Association of Missouri, Box 8117, St. Louis, MO 63156.

Enjoy the issue!

C.H. (Skip) Curtis
Editor

Letters

To the Members of the Route 66 Associations:

During the week of August 20-26, 1995, I am calling on all members of the various Route 66 Associations to write to the Postal Service requesting a stamp for Highway 66.

I am asking EVERYONE to write in to the Stamp Committee during the last week of August in support of this stamp, even if you've written before. The idea is to deluge the committee with requests for Route 66 just prior to their meeting in the Fall which determines what stamps will be issued for 1996. I have requested November 11 of that year for the issuance of the stamp as this will be the 70th Anniversary of the creation of US 66.

Please write:
USPS Citizens' Stamp Advisory Committee
Room 5301
475 L'Enfant Plaza SW
Washington, DC 20260-2420

Thank you,
Scott Maness
Springfield, MO

Missouri Route 66 Association
P.O. Box 8117
St. Louis, Missouri 63156

Dear mutually interested persons of Route 66,

I am a 29 year-old man who is very nostalgic, as you and your associates are.

I've been fortunate enough as a child, teenager, and young adult to have been on "cross country" trips with my Grandma and Grandpa Alexander. These numerous trips have been the orientation (laid the foundation) for my special interest as an adult. If your association is open to non-residents of Missouri, I would be grateful.

Please forward any information available.

Respectfully,

Nicholas Darrin Messerli
12018 Gard Avenue
Norwalk, CA 90650-2342

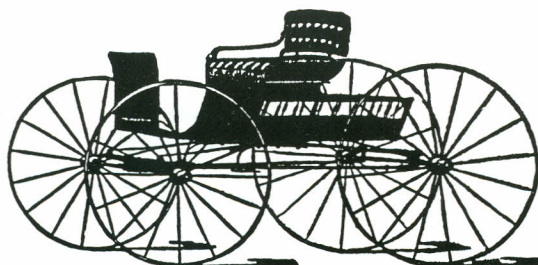
NIANGUA ANTIQUES

Home of The Ozarks Antiques

1 MILE EAST OF HISTORIC ROUTE 66 (CC) ON "M" HIGHWAY, NIANGUA



**LOOK FOR
THE BUGGY**

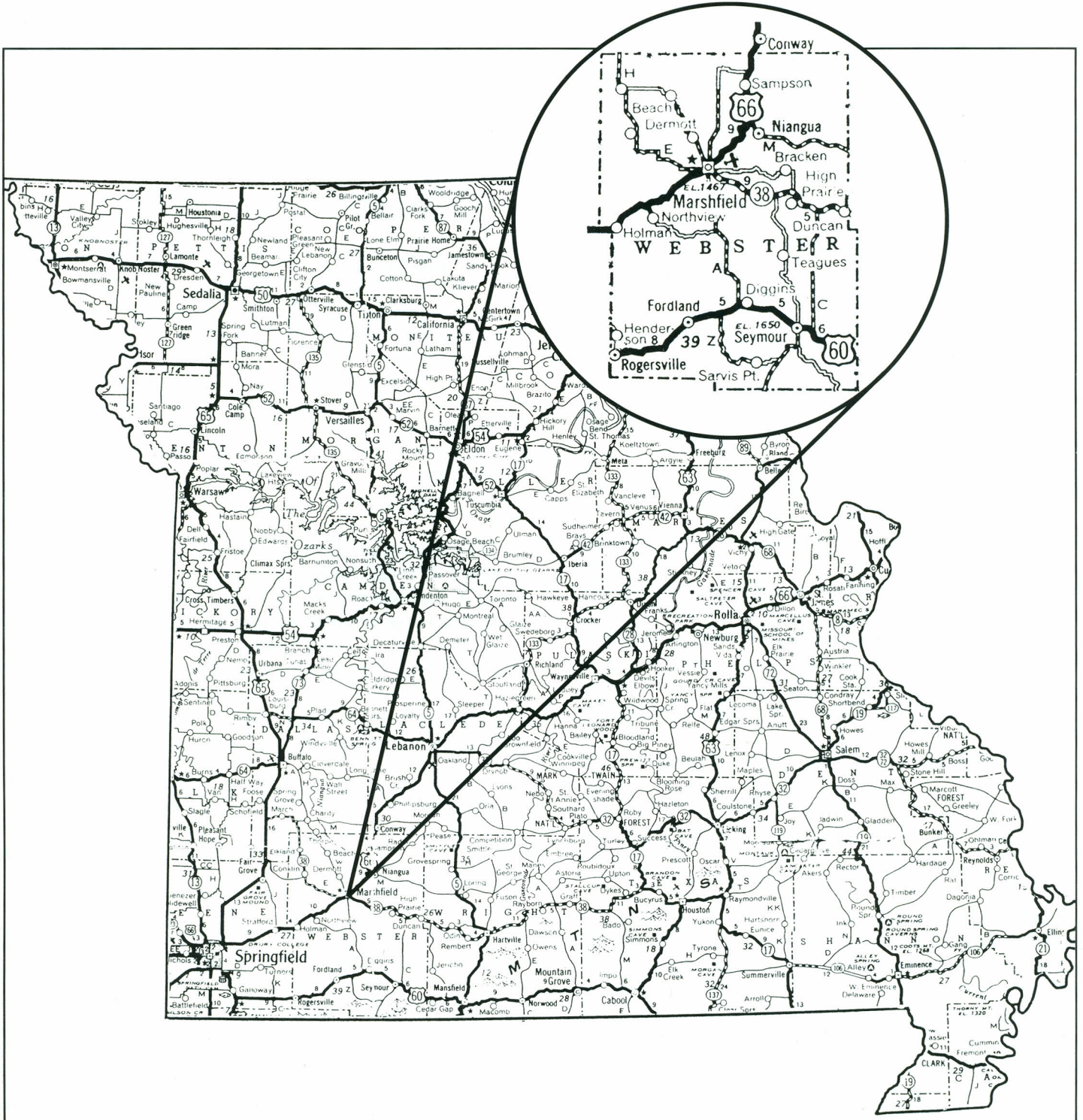


OPEN 7 DAYS A WEEK

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Webster County



Webster County

COMPILED BY KARLA WILKERSON

Webster County was formed in 1855, named in honor of Daniel Webster. The town of Marshfield was designated the county seat the following year, being named after Webster's family farm in Massachusetts.

Webster County, with its 583 square miles, has more land area higher above sea level than any other county in Missouri, thus earning the sobriquet "High Ground." At an altitude of over 1500 feet, Marshfield is the highest point on Route 66 for over 900 miles. Early settlers used to say, "The lowlanders, they raise corn. But 'tis the hills that raise men."

<p>PHILLIPS 66 PRODUCTS— GAS AND OILS</p> <p>BETTER GAS BETTER SERVICE</p> <p>DRUMRIGHT'S Service Station West end of town on 66</p> <p>COLD DRINKS</p>	<p>Drive To RED TOP INN West on 66</p> <p></p> <p>Barbecued Ribs and Cold Beer Dancing</p> <p>Chas. Cook</p>
---	---

Between 1892 and 1904, Webster County was in the heart of the "Land of the Big Red Apple." The county had over a million apple trees, and shipped more than a thousand railroad car loads each year!

<p>HAVE YOUR PICNICS AT CARPENTER'S CAMP 4 Miles East on "66"</p> <p>FRED and MARGARET, Managers</p>	
<p>COLD DRINKS GROCERIES All Accommodations for a Modern Trailer and Tourist Camp</p>	<p>OVENS Skelly Gas and Oil CROQUET</p>

In 1889, Edwin P. Hubble was born in Marshfield. He is the famous astronomer that first advanced the theory that the universe was "growing," expanding out with other galaxies. Thus the "Big Bang Theory" as the origin of the universe. On a visit back to Marshfield in 1925, he was remembered as a "tall, lanky man, dressed in tweed knickers, and a tweed billed cap," and that "riding a horse wasn't one of his talents." A scale model of the Hubble telescope can be seen on the county courthouse lawn.

The Orphan Trains ran across the United States in the years 1852-1929. The federal government ran trainloads of orphans of all ages from the East to the West. Descendants from these Orphan Trains still live in Webster County.

<p>A LONGER JUMP FROM PUMP to PUMP WITH CONOCO COFER'S Service Station On 66 at West City Limits</p>	<p>T. O. Campbell SINCLAIR SERVICE STATION</p> <p>BEER AND SAND- WICHES</p> <p>Jackson St. at "66"</p>
---	---

The Marshfield Carnegie Library was built in 1911. Marshfield had a population of 1,300 people and was said to be the smallest town in the United States to receive a Carnegie library.

By 1915, citizens of Webster County were becoming greatly interested in better roads, and especially wanted the Ozark Trail (a road connecting St. Louis with the Southwest) designated to run through Niangua and Marshfield. On July 20 of that year, a Good Roads Convention was held in Marshfield with over 4000 in attendance! Continued efforts by the towns brought about the location of State Highway 14 through them, being completely paved in 1925. In 1926, U.S. Highway 66 followed this route.

<p><i>Irish Inn</i></p>	
<p>BEER AND COLD DRINKS BARBECUED SANDWICHES 1 Mile East on Highway 66</p>	<p>DANCING HOMEMADE PIES Olaf and Bertha Lee Chapman</p>

The Fourth of July celebration and parade has been an on-going event for over 115 years. People return to Marshfield every year for reunion with family and friends. The largest crowd, and longest parade, was in 1991 when then-President George Bush was the host.

The Gasconade, Osage Fork of the Gasconade, James, Niangua, and Pomme de Terre Rivers all have their source within the county. No river or stream flows into Webster County! No other Missouri county can make this claim!

In 1838, President Andrew Jackson gave Army soldiers the order to force the 13,000 civilized Cherokee Indian from their homes in Alabama, Georgia, North Carolina, Tennessee, and Kentucky, westward to Oklahoma. This 800-mile trek, that took them through Missouri (and Webster County) over a trail that would become Route 66, was a tragic happening, resulting in the death of one-fourth of the Cherokee Nation. The Cherokee called it, "The trail where we cried." It later became known as "The Trail of Tears."

Keep Cool- ENJOY YOURSELF
RITZ THEATRE
SHOWING TODAY
Beginning immediately after the Parade.

CHARLES STARRETT in
"WEST OF THE CHEYENNE"

and "THE THREE STOOGES" IN
"THE SITTERS DOWNERS"

THRILLS, LAUGHS, ROMANCE, ADVENTURE
"YOU WON'T WANT TO MISS THIS"

TONIGHT BEGINNING AT 7:00 P. M.
A Complete Change of Program

We OFFER EDWARD G. ROBINSON in
"A SLIGHT CASE OF MURDER"

PLUS—A CARTOON and NOVELTY REEL
ATTEND ANYTIME—STAY AS LONG AS YOU LIKE

ADMISSION ONLY 10-21c

REMEMBER: We'll keep you cool and entertain you
Give us a trial.

Webster County was also called the home of the tomato canning industry in the Ozarks (1900-1940), with over 300 canning factories in the 1930s! The Depression and government regulations ended this era.

Stop at . . . **ROCKHAVEN**

CONOCO GASOLINE COLD DRINKS
TASTY SANDWICHES - HOME MADE PIES - CIGARETTES

M. B. (Bert) Gregg

4 MILES EAST OF MARSHFIELD ON "66"

REFRESH YOURSELF!

AND
KEEP COOL

WITH
BLATZ

OLD HEIDELBERG

and Stag Beer

SOLD AT MARSHFIELD BY

ANDREWS CAFE	F. C. LEA
IRISH INN	ROCK HAVEN
POMME DE TERRE	TOM CAMPBELL
RED TOP INN	TIMBER HILL
SHIELDS' PHARMACY	HARRY LANE

DROP INTO ANY OF THESE PLACES TODAY

FRANK J. ADAMS, Distributor
Springfield, Mo.

May 19, 1910, astronomers warned that Halley's comet might leave cosmic debris in populated areas. The next day headlines in the *Springfield Daily News* read: "Red Hot Mass Of Ore Drops From Heavens Into Courthouse Yard At Marshfield. Citizens Near At Hand." John H. Case, then editor of *The Marshfield Mail*, began to get a little nervous when reporters from all over came to Webster County to report on the incident, since no other town had been blessed with debris. The following day, Case told how he and two friends obtained large coals from a mill, heated them red hot with a blow torch, and hurled them from the roof of the courthouse. Years later, Case said he had always wanted to make a mark in the world, but after his little joke on the community, the world wanted to make a mark on him!

In 1991, Marshfield became the only 3A girls team to win four consecutive state basketball championship titles! Also, they have the state record for 102 straight victories and the eighth longest winning streak in the nation!

Karla Wilkerson is a Marshfield schoolteacher
Advertisements are from a
1938 edition of *The Marshfield Mail*

Haulin' On 66

BY ALF D. SMITH

My story starts in the spring of 1936, when Col. Tim McCoy, of B-grade western movies fame, decided to put together a wild west show (in the style of Buffalo Bill's) and tour the country. He ordered six custom-built trailers from the Springfield (MO) Wagon Works to be delivered that fall. Col. McCoy was noted for his ability to speak seven Indian languages, and for his insistence that only actual Indians were to be used in his movies. What he apparently was not noted for was his ability to promote and finance a wild west show! The trailers were built but never delivered. They languished on the back lot of the wagon works for almost five years. The weather took its toll as the brightly painted trailers began to peel and the wood began to rot.

The story jumps ahead to 1940 when a livestock dealer from Marshfield, Missouri named Gilbert Smith saw an opportunity to combine Col. McCoy's broken dream, and a much improved "Mother Road," into a new business of livestock hauling. He bought the trailers at quite a discount, and converted them to his usage.

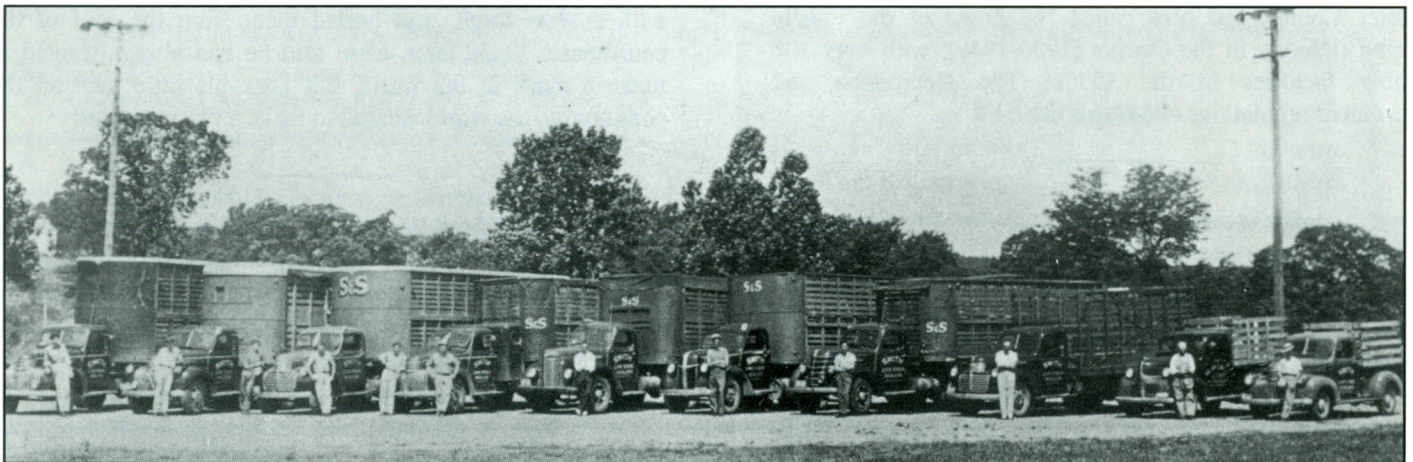
The Smith clan had been in the livestock business in Southwest Missouri since the 1870s. They had been shipping cattle by rail to markets in St. Louis and Chicago for over 40 years. The railroads had many drawbacks which would create an opening for over-the-road haulers. With a monopoly, railroads often had a "take it or leave it" attitude, especially to the small shipper. Livestock could spend many hours in holding pens waiting to load. This could greatly reduce their weight before reaching the market. Combine this with the fact that there were numerous improvements in Route 66 since the mid-1930s. In 1935, the Missouri Highway Commission mandated that in any realignment, or roadbed improvements, the distances between curves be lengthened from 500' to 1500'. By the late '30s, the highway had been realigned away from the center of most towns.

By early 1941, Smith Bros. was hauling six to eight loads of livestock every market day up Route 66 from Springfield to Union Stockyards, IL, just across the river from St. Louis. The trucks would start loading around 4 p.m., departing at

30-min. to 1-hour intervals. They would cross the weigh scales on east Kearney, gas up at Truck Port, and then start the 226-mile trip. The round trip took 12-14 hours depending on weather and traffic. During peak season, some drivers (like Bill Wilson) would complete as many as three round trips without a break! There are many renowned curves and hills across the length of 66, but nowhere is there a stretch to compare to the Ozark Plateau. From just east of Springfield to Eureka near St. Louis, a distance of 180 miles, there are few stretches of a mile or more without a hill, a curve, or both! Stopping to eat along the road was not decided by where the best food was served, it was usually dictated by where you could park your truck. But there were some standout places the drivers liked to frequent: the Munger-Moss Bar-B-Que in Lebanon, Jim's Truck Stop in Bourbon, Snells Cafe (fried chicken) in Sullivan, and The Diamonds, in Villa Ridge.

If you'll note in this 1940 picture, only one truck is equipped with a sleeper cab (fourth from the left). Before this leads to unanswered questions, let me say this was the domain of one "Billy Lard" Hughes, a lad so-named by his peers for his love of anything fried, baked, or bar-be-que'd. Billy's job was to see that as each truck arrived at its destination, the cattle were unloaded, penned, fed, watered, and that the truck started for home. The last truck unloaded was always the sleeper cab. As Billy completed his job, often after daybreak, he would climb in the sleeper for the return to Springfield. During the spring and summer shipping season, Billy usually climbed out of the sleeper just in time to catch the first truck heading back out on 66! Billy's appetite was legend and drivers knew it was to their advantage to keep him fed and happy. However, Billy had an unending list of eating places to stop, from the Bell, Mother's, The Blue Bird, Harris' Cafe, and on and on. If given Billy's schedule, the first truck to leave would often be the last to arrive!

Like the highway that was its life line, the trucking business grew and expanded in the next two years. Then the war came. The road and the people who depended on it would forever be changed....but that's another story!



Beck's Dairy

Warren and Freda Beck started their milk bottling business in 1948 in the basement of the house where they had an apartment at 840 W. Jackson. (That house has been torn down and a used car lot is at the location.) Later that summer, the Becks Milkyway Dairy building was constructed by Julian Jackson and his crew further west on Route 66, next to what is now O'Reilly Auto Parts. (For several years after the dairy closed, this building was used as an apartment for Fred's mother Thelma Kennedy, who ran a child care business here for several years. The building was torn down in 1933.) They also built a home (still standing) just behind the dairy building which helped Freda in the care of the children and in doing the book work.

In the beginning at the processing plant, Charlie Dugan washed bottles and Freda Beck helped bottle the milk, while her son Ron Howard watched from his baby buggy. Warren had door-to-door retail delivery routes in Marshfield for 15 years. Part of the delivery service was done in the evening, and Freda and young Ron Howard would ride along so that they would have "some time together as a family." As a teenager, Ron Howard was able to help his cousin Robert Beck run the delivery route while his dad was away for two weeks Army Reserve training. Others doing this chore were Virgil Young, Dale Hyde, Oscar Evans, and Robert Miller. After processing milk in this building for seven years, for the next eight Warren got bottled milk from Okino and Hiland dairies (in Springfield) for delivery. Then for 20 years he drove a

wholesale delivery truck for Hiland and parked the truck beside this building. He retired in 1983 after 35 years in the milk business. (Warren also served Marshfield as mayor in the mid-1950's.)

[A note about the building next to the dairy. In 1949, H.L. "Pete" McNealy built his building (now O'Reilly Auto Parts) just to the east and moved his John Deere implement business from Niangua. It was then remodeled into two classrooms and became Marshfield's first public kindergarten for awhile. A few years later, McNealy moved his Ford tractor business from Uptown to the Route 66 location. Later, Jim Lewis Pharmacy occupied the building; then it became O'Reilly's.]



Pictured in front of their new business is Warren and Freda's 1947 pleasure and delivery panel truck. The Beck's then purchased a new 1948 Chevy club coupe which Dale Hyde later used in the mornings to deliver dairy products to the several cafes and stations up and down Route 66. Some of the delivery stops on the old highway in Marshfield were Riggs Cafe (Singer Auto Parts), Tucker's Phillips 66 station & cafe (across the highway), William's station (Tony's Fastop), Ralph Dugan's Conoco station, Lane's bus station and cafe (Country Express), Tyler's station (now the bank), Wee Dug In station, and the Skyline Cafe (Main Course Cafe).



In 1954, the three Beck children were ready to deliver the family's product. Pictured are Ron Howard (now a lecturer, author, and journalist in the Washington D.C. area); Charlotte Lieser (an elementary school teacher in Enid, OK); Vicki (now in Studio City, CA, doing casting and production coordinating work for television shows). Not pictured is Dennis, born in 1957, who presently lives with his family in Simi Valley, CA. He is a piano tuner and repairman, as well as a songwriter.

A Young Enterprise In An Old Setting

BY CARL YOUNG & C. E. BOULSON

When William Carl Young, his wife Glessie, and their daughter Carlene arrived in Marshfield in the early fall of 1946, they bought a place at the west edge of town on the south side of busy US Highway 66. Improvements consisted of a small residence and another smaller building operating as Mother's Cafe, doubling as a filling station. The house had been built for Mrs. Eva A. Bresee by Joe Jackson, contractor, for a little over two thousand dollars. Carl and Glessie also bought an adjoining hatchery building from Presley and Mary Bresee.

They started business in a small way, selling only candy and tobacco in the reconstructed hatchery, but they soon changed their minds. With pent-up demands, ever-increasing highway traffic, and the general upsurge in the local economy

immediately after World War II, they found it good business to expand.

Their first real Marshfield store opened June 28, 1947 with seven hundred square feet of floor space, selling groceries, meats and sundries. Although this store was extensively damaged by fire April 16, 1950, the business kept going. In fact, Young's Store was remodeled or expanded on an average of every three years up until the time Young's Shopping Center was built in 1970.

This article was originally printed in
The Webster County Historical Society Journal, June, 1978
The Youngs and Mr. Boulson reside in Marshfield



Carl and Glessie Young in front of their market in February, 1955.

Coast to Coast Through Webster County

BY C. E. BOULSON

People are always asking mountain climbers why they climb mountains and the answer is always the same: because the mountain is there.

From the Atlantic to the Pacific Oceans, the land mass of the United States affords the same challenge: to get across it one way or another because it's there. Sometimes the route leads through Webster County, Missouri.

The "Bunion Derby" of 1928 took this route. Begun on March 4th of that year in Ascot Park, Los Angeles, California, 275 entrants (none were women) started racing eastward on foot. Only 55 finished the race in Madison Square Garden in New York City 84 days later. By the time they had reached Marshfield on a rainy Sunday, April 22, they had covered 1865 miles and had 1557 miles ahead of them. Two hundred contestants had already dropped out of the race before reaching Webster County.

Nineteen nations were represented, including a part Cherokee Indian who won first prize of \$25,000 with an elapsed time of 573:04:34 for an approximate average speed of 5.97 mph. There were nine other money winners at the end, varying in speed from 5.81 mph down to 5.13 mph. Under present-day standards, these men were jogging.

Andy Payne of Oklahoma, the winner, was, at 20 years of age, "short and sinewy with brown, almost black eyes and a symmetry of body that bespoke much strength." He paced himself at a steady rate of close to six miles an hour so that he would not burn himself out, as many others did trying to be the first finisher in the daily laps. Alive and well today, he described the race as "just a grind, with maybe a few leg cramps along the way." His winnings were used to pay off the mortgage on his father's Oklahoma farm, which is still in the family.

The race was on a lap-time basis. Each lap was about a day's run, beginning at 7 a.m. Through this part of the country the laps were from Miller to Springfield - 35 miles, from Springfield to Conway - 43.1 miles, from Conway to Waynesville - 53 miles, and so on. The winner was determined by the best elapsed time for the entire trip.

The race was a promotion initiated by C.C. (Cash and Carry) Pyle, assisted by Red Grange and a small staff. In spite of substantial collections and donations along the way, financial problems arose including some law suits, but enough cash remained to pay off the winners, amounting to a total of \$48,500. Tex Rickard made the presentations in New York City in the form of certified checks. The 45 other runners who finished the race received nothing.

U.S. Route 66 from Joplin to St. Louis had been completed as an "all weather" road in 1927, and some of it paved. In fact, the part through Webster County had been paved first, or most of it, and the racers could use the concrete surface or the unpaved shoulders.

According to *The Marshfield Mail* of April 26, 1928, hundreds of people from far and near lined the highway to witness the race. Giusto Umeck of Trieste, Italy led the pack, reaching Marshfield at 11:20 a.m. At Springfield he had stood 12th in elapsed time. Second racer to show up was J. Salo of Passiac, NJ, third in elapsed time. Next was Ed Gardner, a Negro of Seattle, WA, fifth in elapsed time. Andrew Payne (final winner) was quite a ways down the list passing Marshfield, although he was first in elapsed time in Springfield. The last contestant came through at 5:30 p.m.

It is recorded that a number of local young men and boys were inspired to run along, in both directions, but in much shorter distances.

That fantastic foot race, run nearly 53 years ago, stands today unparalleled in the annals of sports...."The Bunion Derby!"

Other coast to coast travelers through Webster County have been on the back of a steer in 1930, on horseback in 1955, and on bicycles in 1976. The only clue to the traveler on the steer was an article in the Niangua News section of *The Marshfield Mail* of October 30, 1930, as follows: "The man riding the steer from coast to coast stayed at the Niangua Junction Filling Station Thursday night." This would have been October 23, 1930. It's not known if he completed his transcontinental trip, or how long it took or even if the same steer held out for the entire trip.

The horseback traveler was a single woman who recounted the journey in her book *Last of the Saddle Tramps*, published in 1967. She was Mesannie Wilkins with horses Tarzan and Rex, and dog Depeche Toi, traveling from Maine to California with no attempt to break any records. According to her book, she was a guest in Marshfield for three days.

A more recent traveler was determined to beat the U.S. crosscountry jogging record. This was Jay Birmingham who, according to *The Marshfield Mail* of July 10, 1980, came through Marshfield July 5, 1980 on his way from Los Angeles to New York City, averaging over 37 miles per day toting a five-pound pack. He was unaccompanied by any support vehicle. The former transcontinental jogging record had been set by Don Shepard of South Africa in 1964.

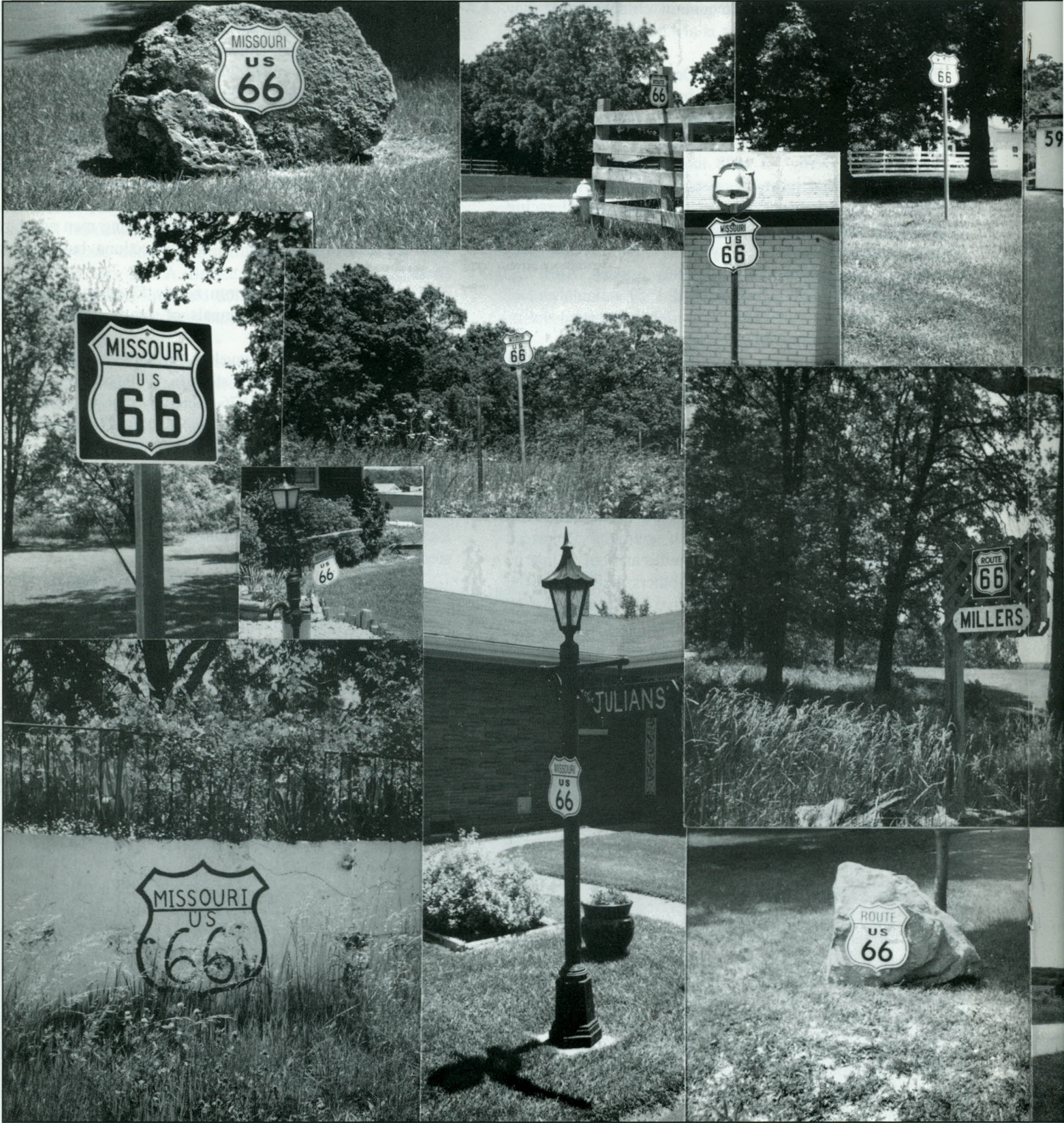
The people recounted in this article have been selected as typical, but not the only ones, who have undertaken the journey. Webster County is located on the middle route across the United States and is well able to entertain any cross country traveler who yearns to wet his or her feet in the waters of both oceans.

This article was originally printed in
The Webster County Historical Society Journal, July, 1981
Mr. Boulson currently resides in Marshfield, Missouri.

*Coast to Coast
A Young Enterprise
Through Western
Missouri
In An Old Setting*

Signs of the

A Pictorial Essay of
BY KARLA WILSON



the Times

of Webster County
WILKERSON



THE MARSHFIELD MAIL

The following articles and advertisements appeared in various issues of *The Marshfield Mail*

COMPILED BY ALF SMITH

September 16, 1926

STATE HIGHWAY 14 WILL BE U. S. 66

State Officials Expect to Have Road
Marked With U. S. Numbers
Within Next Forty Days.

State Highway 14 will be U. S. Highway 66 instead of 60 as was formerly stated. The change has resulted from a controversy between Missouri Highway officials and the officials of other states. State Highway 16 will be number U. S. Highway 60.

Originally U. S. Highway 60 was assigned to the route from Chicago to Los Angeles and the route from Springfield to Memphis to Virginia Beach, Virginia, was assigned U. S. Highway 62 but it has been finally agreed that the Memphis-Springfield road shall be U. S. 60 and the Chicago - St. Louis - Springfield - Tulsa - Santa Fe - Los Angeles route shall be U. S. Highway 66.

Chief Engineer Piepmeier in a letter recently issued said: "We have delayed ordering our markers for these two routes. I am glad to report that we will now place the order immediately and hope to have these two important routes marked within the next forty days.

"The marking of these two routes with federal number across the several states will result in concentration of traffic on these roads and the bringing of many travelers to our state. We feel that everyone along these important routes can do much to attract the attention of visitors to our state.

June 5, 1941

HELP WANTED

\$4.00 per week and a good home, and one day off each week, for a woman to do general work in a modern tourist court.

Abbylee Courts

½ mile North Niangua Junction

June 5, 1941

New Neon Signs To Point Way Into Marshfield

Donations Finance Long-Needed Project For This City

The new neon electric signs to be placed at the west and north of this city are here and are being installed. Each sign is in the shape of an arrow and has the word "Marshfield" in large letters. One will be placed over the Sinclair station at the junction of West Jackson Street and Highway 66. The other will be placed north of the highway pointing down Pine Street south.

The sign company has leased the signs to the business people of Marshfield for a three-year period, with the privilege of renewal of the lease. The company will keep the signs in operation and in good repair. The placing of the signs has been financed by donations by business people of this city.

November 17, 1927

MAN HIT BY CAR ON HIGHWAY 66

Tragedy separated three transient "buddies of the high road" Sunday evening about dusk when Siebert J. Thompson, 50, of Albuquerque, New Mexico, was struck and possibly fatally injured by a car driven by T. J. Ousley, of Springfield, on Highway 66, six miles west of Marshfield.

Thompson, with two tramping companions, whom he had but recently met, Charles Brown of St. Louis, and Bruno Makala of Milwaukee, were walking the highway on their way to Springfield. They had been strolling on the wrong side of the road until Thompson noticed a road sign warning pedestrians. Telling his pals they'd better cross the road, he darted over and in the early dusk failed to see Ousley's machine. Thompson was struck by the car and sustained a fracture of the skull and several crushed ribs.

Ousley brought the injured man to Marshfield and then on advice of doctors took him to Springfield, where he is being attended at the Baptist hospital. Thompson's companions jointly signed a statement clearing Ousley of all blame.

June 5, 1941

It's Getting Late!

Come in and place
your order for

BABY CHICKS

Bresee Hatchery

Located on Highway 66 just
WEST OF MARSHFIELD

Phone 233M

CURVES WILL BE STRAIGHTENED ON U. S. HIGHWAY 66

HIGHWAY 66 through Webster county is to be straightened. Surveyors for the state highway department have been here the past week surveying new routes the pavement can follow to eliminate the major curves.

Curves which ten years ago when the pavement was laid were not considered dangerous at the cruising speeds of the automobiles of the day seem inadequate and dangerous to the new machines traveling at much greater speeds today.

The new route north of Marshfield would leave the old right-of-way near Wee-Dug-Inn filling station, swing a wide curve and travel between the house and barn on the E. W. Brooks place, then go straight into the old route at the golf course.

At Northview hill the new route would take the road behind the the Triplett house at the right of the highway, and travel almost straight to the top of the hill, near Hudgens' store, Red Top camp, and Welch's filling station.

The tentative draft of the new routes at the double "S" curve near Mutt's camp shows the highway bisecting the present "S," with only a small curve at one end.

Whereas, the present route includes curves that turn within 500 feet, Mr. Scrafford said, the new routes would not include curves with less than 1500 foot radius.

March 19, 1936

Sheriff Day In Narrow Escape as Car Hit By Truck on Highway 66

Sheriff R. H. Day had a narrow escape from death and his car was badly wrecked late Saturday night when he was sideswiped by a large truck about three miles west of this city on Highway 66. His car was knocked off the highway, and he received cuts and bruises on his head and his left side and leg. The handle was knocked off a revolver he had strapped to his side.

The truck stopped and sent the sheriff back to town in a car for medical attention. The sheriff was so knocked out he failed to get the name of the truck or driver, but he expects to hear from the company regarding the accident.

This makes the third narrow escape the sheriff has had in car accidents in his term of office.

MARSHFIELD NOW HAS AN AIRPORT

Marshfield has opened its new airport. The Golf Club, in laying out its course, arranged the tees and greens so that they would not interfere with landing and take off of planes.

The field is now being marked for commercial flyers. This will be done of white stone so it can be distinguished from the air. The markings are such that are familiar to all air men.

Marshfield is particularly fortunate in having an airport at no expense. In the course of a few years it will be necessary for all towns of any importance to have a landing field.

During the Fair one of the main attractions was the large 7-passenger plane brought here by Ralph E. Heimer of Hutchinson, Kansas, in which he hauled hundreds of passengers. Thousands of people thronged the new airport during the fair.

Webster County people are getting air-minded, as proven during the Fair, when Mr. Heimer was unable to haul all those desiring to go up.

Marshfield's new airport is the highest spot on Highway 66 and from its highest elevation, over 1500 feet, a view can be had of three counties. The airport is conveniently close to the city and will compare favorably with landing fields elsewhere.

MARSHFIELD NOW HAS GOLF CLUB

Club Organized Monday Night, and Course Selected Lays South of Highway 66 Northeast of Town.

A meeting was called Monday evening for the purpose of organizing a golf club. Officers elected were:

Robert Fyan, President.
Murray E. Thompson, Vice-Pres.
Robert Lindel, Secretary.
John Philpott, Treasurer.

The ground selected for the course lays on south side of Highway No. 66, northeast of town and north of the Dorsey Cloud home. Measurements have been made and it is estimated the par for the course will be 31 for nine holes.

Committees were appointed by the president and work will start at once that the course may be a fact within a very short time, and give the city another form of amusement and athletics, as well as advertising.

The fact that the course lays next to the "Main Street of America" renders it entirely visible to the thousands of tourists who pass our city every season. A sign reading "Marshfield Golf Course" in sufficient size will be stationed on the course at the most advantageous sight. This will no doubt decide for the tourists that Marshfield is an important town and cause them to stop here.

June 5, 1941



PLAY GOLF!

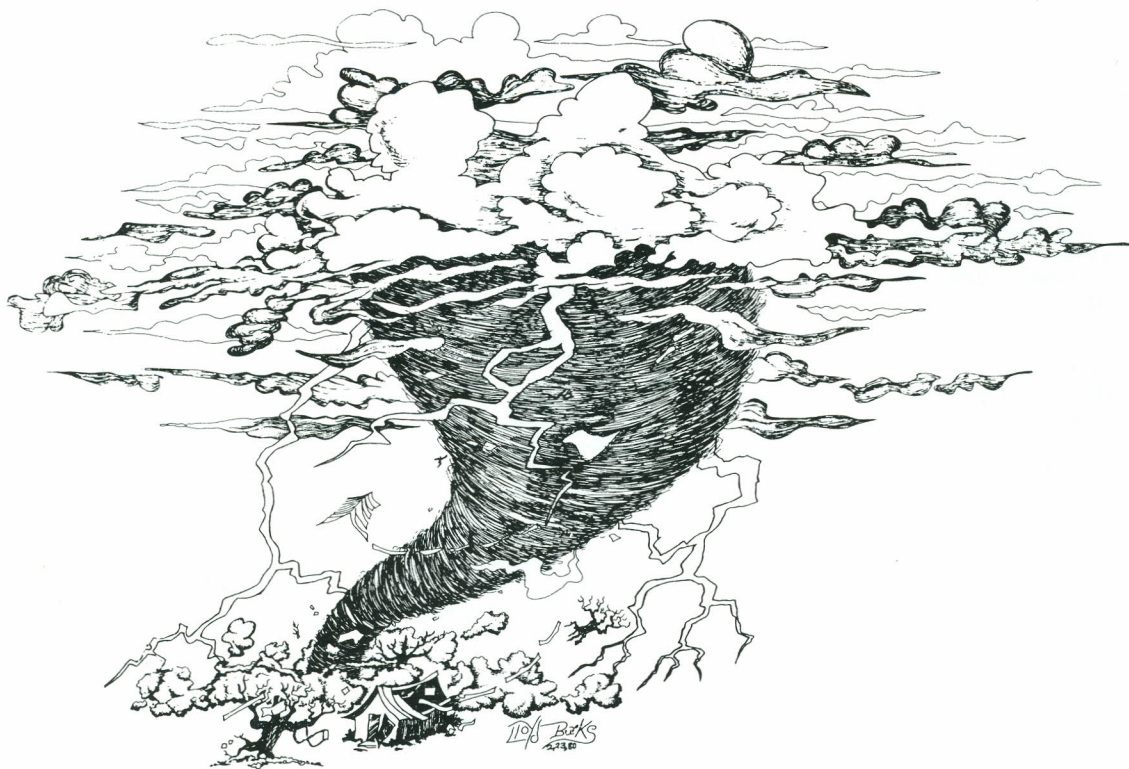
One Round 25c
All Day 50c

Marshfield Golf Course

Trask's Place

Cold Drink - White Rose Gas - En-Ar-Co Oil - 24-Hr. Service
Phone 216 1½ Miles Northeast of Marshfield on "66"

Storms Over Marshfield



The Marshfield Cyclone

On April 18, 1880, one of the worst tornadoes in Missouri history destroyed Marshfield. The death count reached eighty-seven, and there were over 150 injured. Neighboring towns donated \$16,700 so Marshfield could rebuild. It is said that Lebanon, Missouri raised \$1,000 in fifteen minutes after hearing about the tragedy!

A story is told that after the tornado, a baby was found in the branches of a large elm tree. Her parents were never found. The song, "Rock-a-Bye Baby" (in the Tree-Top) was supposedly written about this event.

While rescuers were hunting for survivors, they heard a voice screaming "Mama! O Mama!" What they found was a talking parrot named Polly. Polly spoke two languages, could pray, sing, and carry on long conversations with herself. Dr. Bradford, Polly's owner, died in the tornado.

A mineral spring was uncovered north of Marshfield during the tornado. The spring was analyzed as having the same contents as some great healing springs in Europe. Many injured people came to bathe in the spring. A bath house was established with hot and cold water available. The water was shipped in bottles and kegs to states all over the midwest.

Blind Boone, a genius at the keyboard between 1880-1927, was inspired by a newspaper article that was read to him about storm. He wrote his famous composition "The Marshfield Tornado," and closed his concerts with this song.

The Tornado of '36

It was the middle of the afternoon when several people in the southwest corner of Marshfield watched in horror as a funnel cloud formed and dipped to destroy a wood pile at the George Rudolph residence. Dipping down again a quarter of a mile away, the storm picked up an empty freight car from a Frisco train which had stopped to take on water, and set it down in a deep cut. The Marshfield tornado of March 23, 1936 had begun!

The twister lifted again until it reached Burford hill a mile east of Marshfield, where it dipped again, barely missing the Virgil Andrews' home. From there to Niangua the funnel tore a path 100 yards wide through timber for more than three miles, zigzagging and gaining force and momentum as it went.

At the same time, hailstones the size of baseballs were pounding at Northview and Holman, several miles west on Highway 66.

By this time the twister was described as appearing to be a heavy dense cloud of black train smoke, whirling around and around, shaped upward like a funnel with the small end on the ground, about one-fourth mile wide.

After hundreds of injuries, untold damage to property, and taking three lives, the tornado swept through Webster County northeast through Laclede County, killing at least one more and injuring many before losing its deadliness.

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MARSHFIELD

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TONY'S FASTOP, INC.

"We Pump It!"

On Old Highway 66
(Across From Young's Shopping Center)
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COUNTRY EXPRESS

On Historic Route 66

785 W. Jackson Marshfield

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*Professionalism
At Its Finest*

Studio One

FULL SERVICE SALON

221 E. Washington
Off the Square on "City 66"
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Eloise Officer
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Primitives, Granite & Stoneware, Furniture
Advertising, Glassware and Unusual Items
7 Days a Week

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HIDDEN TREASURES

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Marshfield, Missouri 65706

HAROLD & DONNA AREHART
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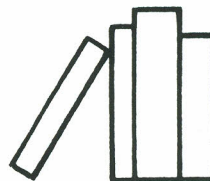


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Edwin P. Hubble
ELEMENTARY

"Just Off Old Route 66"
MARSHFIELD, MO



Webster County

SOURCE: *The Missouri US 66 Tour Book*, by C.H. (Skip) Curtis

(Vintage photos of underlined places are on the following pages)

FROM (1 mile west of) CONWAY

(0.0m) Webster County Line.

(1.0m) Site (L) of That's It Motel (mailbox with blue post, across from the Letterman farm).

(1.6m) House trailer (R) on the site of the old Elk Horn Store.

(2.2m) Gray house on the (R) that once was O'Brien's Cafe/Station/Cabins.

(3.1m) Jct. CO. HH. (SAMPSON) (L). **At one point there was a store/post office (1904-1935) and gas station among a few cabins.** On the far side of the Frisco tracks is part of an old tomato canning factory, one of 17 along the railroad between Marshfield and Cuba, Missouri operated by Case Canning Co. of Marshfield.

(4.1m) Buildings that were the old Timber Hill Camp (R) (c.1935). Cabins surrounded the cafe/office in front.

(5.5m) Abbylee Court (L).

(6.2m) Jct. CO. M. (NIANGUA) (L). (Pop. 459). **The town was named after the nearby Niangua River, which was probably so-named for the Indian phrase "ne anoga," which translates "water that runs over a man." Locals say Niangua comes from another Indian phrase meaning "I won't go away," or "I won't go farther," suggesting this was the site where one would settle. (Others say it means "bear"!)** Niangua Junction Station (R) (c.1930-currently being remodeled).

[NOTE: Old 66 swung to the right at 7.0m, and wound dangerously up the grade, before being straightened out by the 1980s highway rock cut.]

(7.6m) Rock home (L) that once was Rockhaven Roadhouse & Cabins (c.1925), the area's "most popular night spot for beer and dancing" in the 1930s and 40s.

(7.7m) House with cabins (L), once Oak Vale Park (1939-1952) (before that Carpenter's Camp), with cafe/station in front and outdoor facilities for cooking and picnics in back. (Now being restored by owner Alf Smith.)

(8.4m) Pony truss bridge (1924) over the Niangua River (just after an old Phillips 66 station (L) (c.1925).

(9.8m) Johnston Excavating (L), site of the old Irish Inn.

(10.3m) MARSHFIELD. (Pop. 4,374). **The seat of Webster County, the site was surveyed in 1855 and named for Daniel Webster's Massachusetts home, Marshfield. According to the 1941 edition of the W.P.A.'s *Missouri*, since the tornadoes of 1878/1880, "things have gone fairly quietly, with only the rise and fall of farm prices to affect the town's tranquility."**

By the golf course (L), the Main Course Cafe, once Skyline Cafe. As you enter Marshfield, Old 66 is called Hubble Drive, honoring local son Edwin Hubble, the first astronomer to prove the existence of other galaxies, and for whom the Hubble Telescope (launched into orbit in 1990) is named.

(11.1m) Jct. N. Pine. (City 66 went left here to Washington, then right to the public square.)

(11.7m) Jct. Banning and Buffalo roads. On the (L) is a white-painted wall (with a Route 66 shield) that was the site of the original Wee Dug In store/station. (The *new* Wee Dug In is across Banning street).

(12.4m) Jct. Washington. (City 66 rejoins Route 66.) (R) Cunningham's Fresh Foods, site of McFadin/Lilley Pontiac. On the (L), a bank and row of offices, once Marshfield Auto Court. Jct. MO 38. On the (L), Country Express station/store, at one time Sinclair Tourist Camp. Turn right on MO 38 (Old 66) two blocks, past an auto parts store (L) that once was the McNealy building (1949), the old Beck house (L), site of Beck's Dairy, the Conoco station (R) that was Davison Camp, Tony's Fastop (R), once William's Service Station, and Young's Shopping Center (L), site of what once was Bresee's Hatchery and Mother's Cafe, then later Young's Food Market.

(12.6m) Jct. CO. OO (Strafford Road). Left. Farm (L) that was the site of 66 Motor Court. Auto parts store (R), site of the old Rigg's Cafe.

(16.0m) Middle of an "S" curve is the site of the old Little Park Camp (R), later Brown's.

(16.4m) Just after second "S" curve on the (R) was the site of Cap's store/station.

(17.4m) Start of a lovely one-mile winding ascent, typical of Route 66 in the Ozarks.

(17.8m) Jct. CO. B. (NORTHVIEW) (L). **Once called "The Switch," then Bunker Hill, the new post office (1873) was named Northview for the view from atop the hill.**

(18.3m) Used car lot (L), site of the old Red Top Court, and (R), Otto's Steak House.

(20.0m) "Watkins" building (R) is where Five Oaks Motel sat (under the interstate). Next to the Five Oaks was the Rainbow Court. Next Oak Grove Lodge and Lurvey station (1929).

(21.5m) Exotic Animal Paradise (L) (once HOLMAN). **The Holman family owned land here, creating a store and post office in 1903.** Behind the low cobblestone wall was the Ranch Hotel and a few cabins.

(22.8m) Greene County Line.

FROM (1-1/2 mile east of) STRAFFORD

(0.0m) Webster County Line.

(1.3m) Exotic Animal Paradise (R) (once **HOLMAN**). The **Holman family owned land here, creating a store and post office in 1903**. Behind the low cobblestone wall was the Ranch Hotel and a few cabins.

(2.7m) Dirt road (L), site of the old Oak Grove Lodge and Lurvey station (1929). Next was the Rainbow Court, then the Five Oaks Motel (building with "Watkins" sign); all were "under" I-44.

(4.5m) Used car lot (R), site of the Red Top Court, and (L) Otto's Steak House. A lovely one-mile descension starts here, typical of Route 66 in the Ozarks.

(5.1m) Jct. CO. B (**NORTHVIEW**) (L). Once called "**The Switch**," then **Bunker Hill**, the new post office (1873) was named **Northview for the view from atop the hill**.

(6.5m) Just before the first "S" curve, site (L) of Cap's store/station.

(6.9m) Middle of "S" curve was the site of the old Little Park Camp, later Brown's.

(9.2m) **MARSHFIELD**. (Pop. 4,374). The seat of Webster County, the site was surveyed in 1855 and named for Daniel Webster's Massachusetts home, Marshfield. According to the 1941 edition of the W.P.A.'s *Missouri*, since the tornadoes of 1878/1880, "things have gone fairly quietly, with only the rise and fall of farm prices to affect the town's tranquility."

(10.2m) Jct. MO 38. On the (R), across from an auto parts store (once Rigg's Cafe), was 66 Auto Court. Straight, past Young's Shopping Center (R), site of Young's Food Market and Bresee's Hatchery. Across the road is Tony's Fastop, once Williams Service Station, and the Conoco station (L) that was Davison Camp. Next to the auto parts store (R) (once the McNealy - building 1949) is the old Beck house that was behind Beck's Dairy.

(10.4m) Jct. CO. CC. Country Express station/store, once Sinclair Tourist Camp. Left on CO. CC - Hubble Drive, named to honor local son Edwin Hubble, the first astronomer to prove the existence of other galaxies, and for whom the Hubble Telescope (launched into orbit in 1990) is named. Bank and row of offices (R), once Marshfield Auto Court. Jct. Washington. (City 66 went right here to the public square.) Cunningham's Fresh Foods (L), site of McFadin/Lilley Pontiac.

(11.1m) Jct. Banning and Buffalo roads. On the (R) is a white-painted wall (with a Route 66 shield) that was the site of the original Wee Dug In store/station. (The *new* Wee Dug In is across Banning street.)

(11.7m) Jct. N. Pine. (City 66 rejoins Route 66.)

(12.3m) Main Course Cafe (R), once Skyline Cafe.

(12.9m) Johnston Excavating (R), site of the old Irish Inn.

(14.3m) Pony truss bridge (1924) over the Niangua River, and an old Phillips 66 station (R) (1925).

(15.1m) House with cabins (R), once Oak Vale Park (1939-1952) (before that Carpenter's Camp), with cafe/service station in front and outdoor facilities for cooking and picnics in back. (Now being restored by owner Alf Smith.)

(15.2m) Rock home (R) that once was Rockhaven Roadhouse & Cabins (c.1925), the area's "most popular night spot for beer and dancing" in the 1930s and '40s.

[NOTE: Old 66 swung to the left at 15.3m, and wound dangerously down the grade, before being straightened out by the 1980s highway rock cut.]

(16.6m) Jct. CO. M. (**NIANGUA**) (R). (Pop. 459). The town was named after the nearby Niangua River, which was probably so-called for the Indian phrase "ne anoga," which translates "water that runs over a man." Locals say Niangua comes from another Indian phrase meaning "I won't go away," or "I won't go farther," suggesting this was the site where one would settle. (Others say it means "bear"!)

(17.3m) Abbylee Court (R).

(18.7m) Buildings (L) that were the old Timber Hill Camp (c.1935). Cottages surrounded the cafe/office in front.

(19.7m) Jct. CO. HH. (**SAMPSON**) (R). At one point there was a store/post office (1904-1935) and gas station among a few cabins. On the far side of the Frisco tracks is part of an old tomato canning factory, one of 17 along the railroad between Marshfield and Cuba, Missouri operated by Case Canning Co. of Marshfield.

(20.6m) Gray house on the (L) that once was O'Brien's Cafe/Station/Cabins.

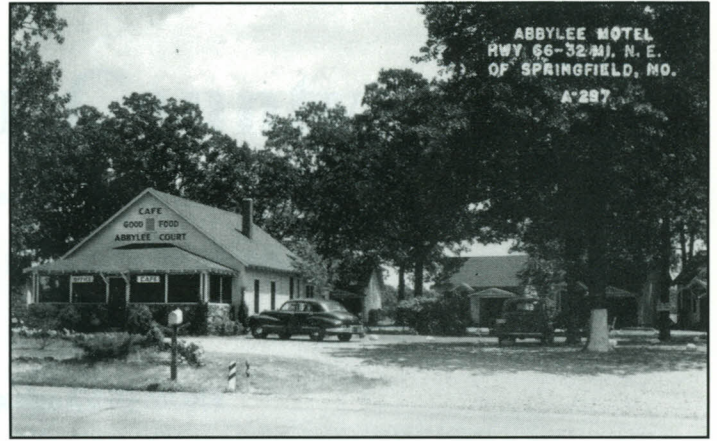
(21.2m) House trailer (L) on the site of the old Elk Horn Store.

(21.8m) Site (R) of That's It Motel (mailbox with blue post, across from the Letterman farm).

(22.8m) Laclède County Line.



THAT'S IT MOTEL. Built in 1948 by the Guerneys, and operated by the family until the 1960s, the That's It Motel and restaurant served "Good Food" until it burned in the 1970s.



ABBYLEE COURT. (C.1940). Now monthly rentals, the court originally had eight double cabins and a cafe (burned in 1950). The Abbylee ("Among The Trees") was one of the more scenic motor courts along Missouri US 66.



SKYLINE CAFE. Built by Herman & Cleta Pearce in 1947 on a site that once had the Main Course Filling station & cafe (1929-1931). Also called Trask's at one time, the cafe is on the highest point on Route 66 for a 900-mile stretch!



McFADIN/LILLEY. Owned by Ira McFadin and Frank Lilley (1948-52), then Lilley/ Calton ('52-'61), Lilley/ Williams ('61-'77), Lea/Shaffer Ford ('77-'84), and Robertson Ford ('84-'86). Lot was then sold to the Cunninghams.



MARSHFIELD AUTO COURT. Begun by H.P. Highfill as a Shell station (1930), by 1947 (this postcard) Edward Petersdorf & Son were selling Standard "gas, cold drinks, and lunches," and renting the four cabins with garages.



SINCLAIR TOURIST CAMP. A station since the 1920s at the junction of Old 66 and Jackson. Owned by Pat & Bob Abbott from 1946-1949 (date of photo), the station/cafe/bus stop (later Lynn's) was famous for Pearl Bell's pies.



BECK'S DAIRY. Built by Warren & Freda Beck in 1948, this plant processed milk for seven years; then Warren got milk from Springfield to deliver locally. After 35 years in the business, he retired in 1983. The building was razed in 1993.



DAVISON CAMP. Built in the 1920s by I.C. Clint Davison, this was one of the first stations between Lebanon and Springfield. Shown in Spring, 1929, the cafe (R) had six stools and the cabins' kitchens had electric hot plates.



WILLIAMS STATION. Winton & Dorothy Williams bought this station from Charley Cafer in 1943. They expanded their station/home (that still stands) frequently. That's Wint filling up C.R. MacDonnell's '46 Plymouth.



BRESEE'S HATCHERY / MOTHERS CAFE. Eva & Presley Bresee ran the business out of the basement of the house (1929) and out back, with Henry Schmidt assisting. Mothers Cafe/Texaco (1934) and Bresee's were sold in 1946.



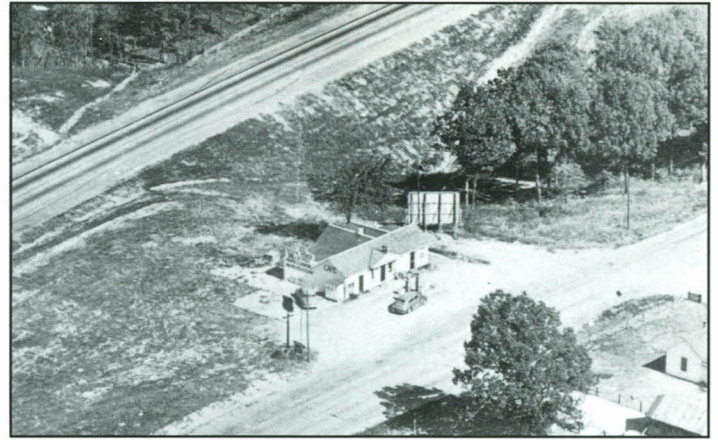
YOUNG'S MARKET. Carl & Glessie Young bought the Bresee property in 1946 and started their expanding grocery business. This 1955 photo shows the Young's in front of their remodeled store. Young's Shopping Center dates to 1970.



66 MOTOR COURT. Located on what is now a "farm," the Phillips 66 station was operated by F.C. Tucker and son. Viewed in 1953, the court went out of business (and razed) after it was bypassed by New 66 in 1955.



RED TOP COURT. The Red Top Garage is the only surviving building of this "camp" (c.1928), which consisted of a store/cafe, then gas pumps, later 11 cabins with private toilets and cooking facilities. (All the roofs were red.)



OTTO'S STEAK HOUSE. Across from Red Top, this cafe and Phillips 66 Station offered "Breakfast, Home Cooking, Broiled Steaks." Shown in 1952 are the new westbound 66 lanes behind cafe. (The house at lower right still stands.)



RAINBOW COURT. Owned by George & Caroline Hoyer (& the Daily's and Forbis'). Shown after it was moved (1951) for new Route 66 lanes. (2 for \$3; TV: 30 min.-25 cents; regular gas 22.9!) Razed for new 4-lane 66 (1959-60).



RANCH HOTEL. The "hotel" was constructed almost entirely from materials found on the Holman property. It became noted for good food during the early years of Route 66. One of the cabins remains just inside "Paradise" entrance.

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Construction work on a new bridge over Center Creek on Route 66 west of Carthage has begun. At this time, there is no available completion date.

Driving Instructions

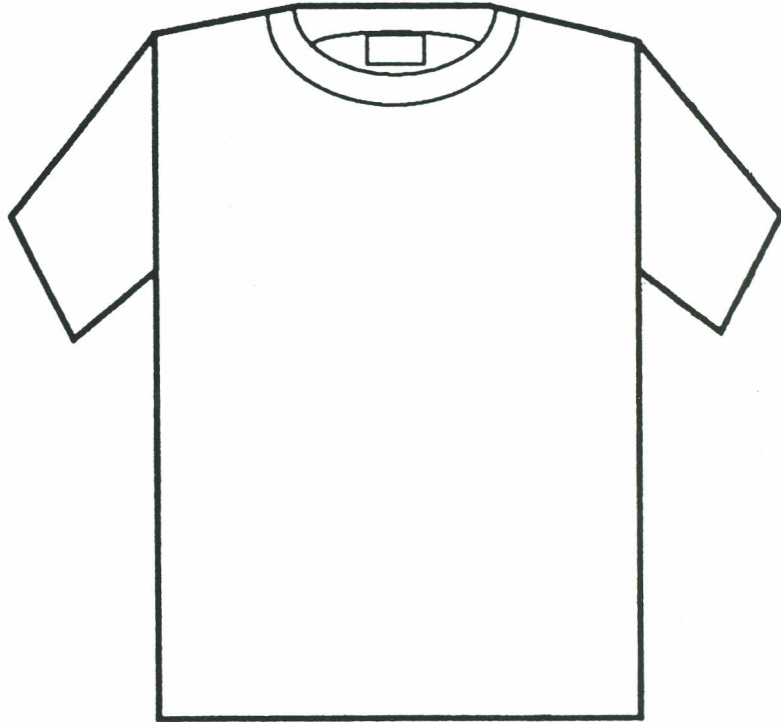
EASTBOUND

When going east on Main Street in Carterville, do **not** turn left on Pine. Continue straight ahead, crossing US 71. Turn left on US 71, to Carthage. Exit at the next off-ramp, Brooklyn Heights. Turn right and rejoin Route 66 into Carthage.

WESTBOUND

After leaving Carthage on Oak Street and following it through Brooklyn Heights, cross over US 71. Left on US 71 to Carterville turnoff, rejoining Route 66 on Main Street.

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ABOUT THE AUTHOR

Tom Snyder is the founder of the Route 66 Association. He lives on Oxnard, California

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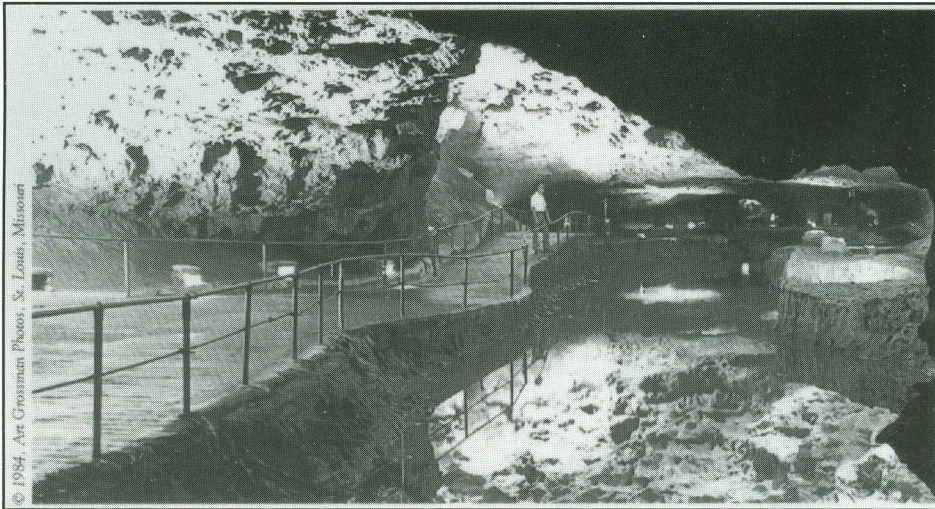
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MERAMEC CAVERNS



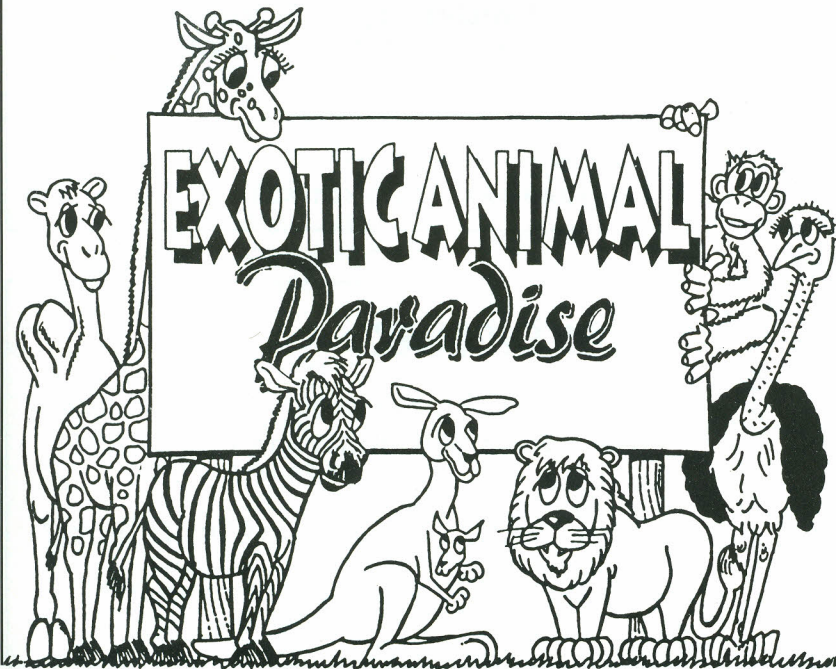
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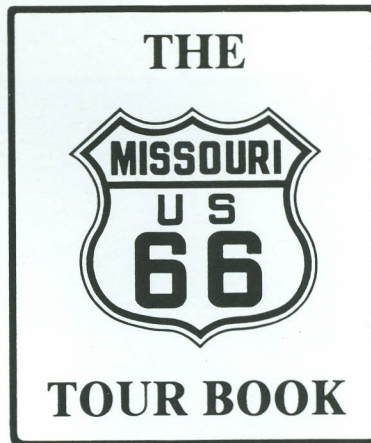
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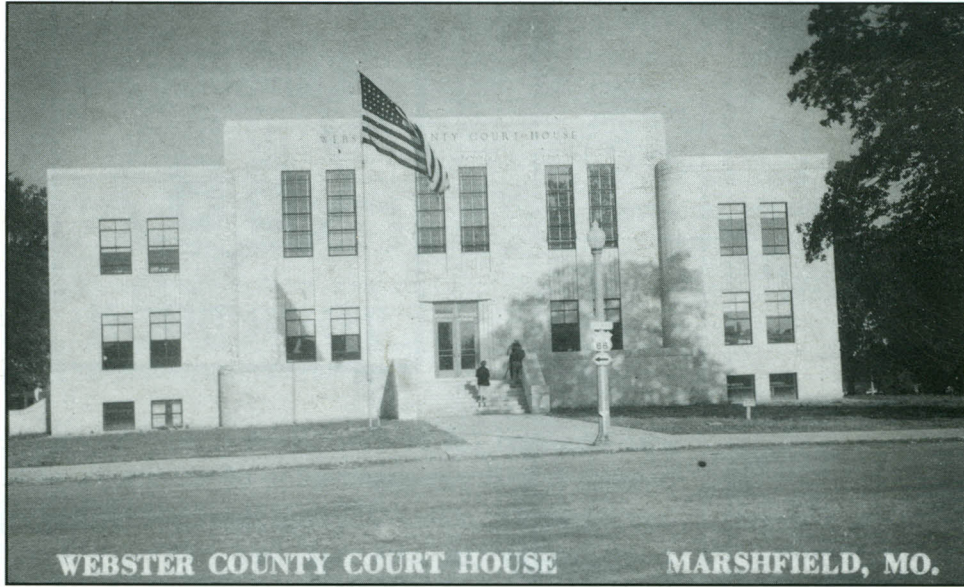
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This view (1942) is looking west as City Route 66 enters Marshfield's public square from Washington. The traveler could turn left, and either exit the square on Crittendon and turn right on Jackson, or continue around the square and exit on Washington. Both courses rejoined Route 66 west of town.