

Happy 75th Anniversary

OLD ROUTE

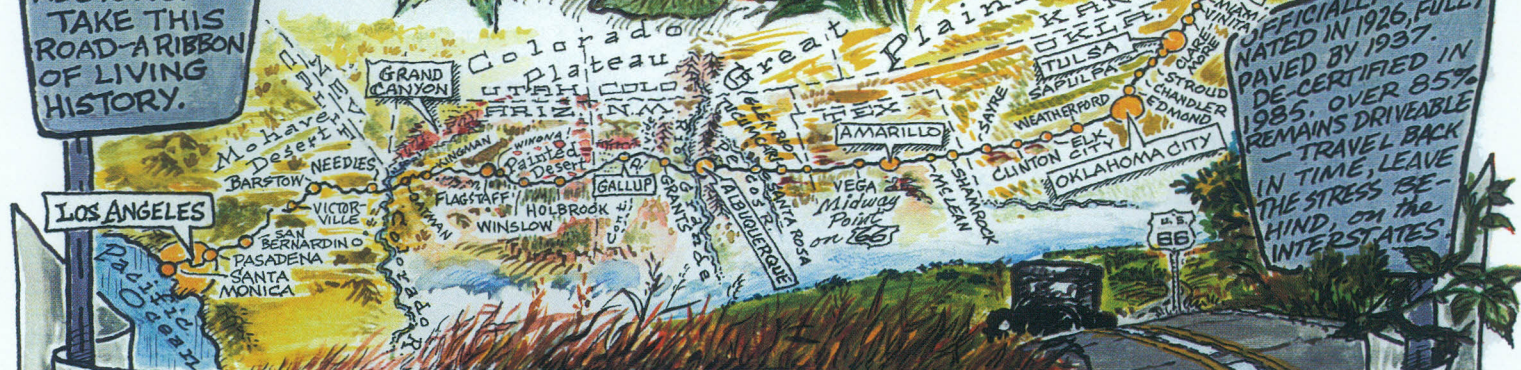
66

2001

1926

SHE TRAVERSED 2,200 MILES, ACROSS 8 STATES, THROUGH 200 TOWNS, OVER THE CONTINENTS GREAT BIO-REGIONS. TAKE THIS ROAD-ARIBBON OF LIVING HISTORY.

OFFICIALLY DESIGNATED IN 1926, FULLY PAVED IN 1937. DE-CERTIFIED IN 1985. OVER 85% REMAINS DRIVEABLE - TRAVEL BACK IN TIME, LEAVE THE STRESS BEHIND, ON THE INTERSTATES.



FOR ALL THE TIMES YOU'VE CARRIED ME CROSS COUNTRY, FOR ALL THE FRIENDS YOU'VE HARBORED ALONG THE WAY, FOR ALL THE GREAT ADVENTURES YOU'VE LED ME ON, AND ALL THE DESTINATIONS YOU'VE SAFELY BORNE ME TO, AND FOR THE GREAT, LONG LIVING I'VE MADE ALONG YOU, AND ALL THE WONDROUS NATURE THAT YOU PASS THROUGH, FOR ALL THESE THINGS, OLD ROUTE 66, I'LL ALWAYS LOVE YOU.

Robert Waldmire © 2001

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MISSOURI
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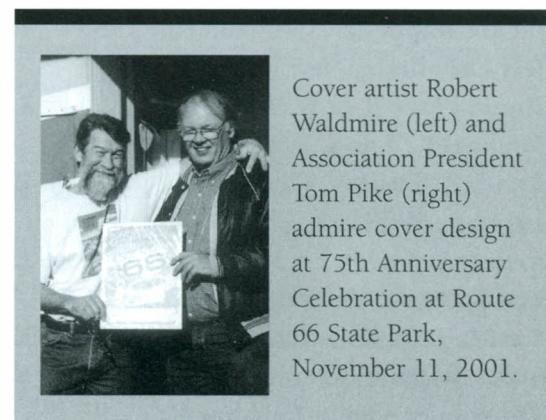
SHOW ME ROUTE 66

1926-2002

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Cover artist Robert Waldmire (left) and Association President Tom Pike (right) admire cover design at 75th Anniversary Celebration at Route 66 State Park, November 11, 2001.

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 Route 66 Association of Missouri
Official Website:
www.missouri66.org

Membership Spring-December 2001

A Warm Welcome to All of our New Members!

Byron A. Golfin, Chesterfield, MO
Derril R. Bibby, Bremond, TX
George E. Branson, St. Charles, MO
Jerrell H. Parchman II, Memphis, TN
Darrell Alleman, Magnolia, IL
Jackie Kappeller, Overland Park, KS
Jeff LaFollette, New Liberty, IA
Home Place B & B, Waynesville, MO
Michael C. Lund, Farmville, VA
Randall Wosilus, Villa Park, IL
Larry K. Williams, Bland, MO
Arthur J. Audet, Laurel, MD
Leo J. Boyer, Arnold, MO
Carl L. Johnson, Hillside, IL
Steve Seibert, Hebron, KY
Thomas & Vickie Earnhardt, Springfield, MO
Louis Davis, Cleveland, OH
Richard D. DeBold, Villa Ridge, MO
Irvin Joy Drewel, Eureka, MO
Steve & Sue Erlinger, House Springs, MO
Michael Fischer, St. Louis, MO
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Vaughn "Capt." Kirk, Florissant, MO
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Elaine Mariolle, Tucson, AZ
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Richard Moynihan, Ballwin, MO
Gordon O'Steen, Little Rock, AR
Randall Pierce, Pacific, MO
Tom M. Reese, Chesterfield, MO
John & Sharon Ryan, Granite City, IL
Vince Sciaroni, St. Louis, MO
Roy Siewert, St. Clair, MO

Gus J. Bentz, Spencer, NE
At Wick's End Candle Co., Lebanon, MO
Arthur M. Boyd, St. Charles, MO
Ron Cutright, Butler, MO
Mark Ratliff, Riverside, MO
Dr. William C. Jones, Eureka, MO
Larry & Lynda Tamminen, Cartersville, MO
Bourbeuse Valley Cycle, Villa Ridge, MO
Christ E. Hrastich, St. Louis, MO
Laura Tyrey, St. Louis, MO
Kirk & Tina Johnson, St. Louis, MO
Robert A. Anderson, Madrid, IA
Hank Billings, Springfield, MO
Evelyn Cambria, Lake St. Louis, MO
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Jim Seelen, Shawnee, KS
Gary Watson, Pacific, MO
Linda Jean Gieson, Wright City, MO
Michael C. Karas, Sugar Land, TX
Freda Puckett, Marshfield, MO
Michael G. Kelly, Cobden, IL

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ReaderLetters

A Historical Perspective

I just received our copy of your Route 66 magazine - Fall edition from Missouri and I had to take a moment to extend compliments to you and your volunteers who contributed to this publication. This is a valued "collector's edition"—a true treasure—the best I've seen so far for the 75th Anniversary! The historical documents are meaningful—truly a collector's delight. Thanks for sharing this beautiful piece of documented history with us.

Your friends from Canada...
Lorrie & Bob

Elvis Across America Roadathon

I am an Elvis Tribute Artist, Author and Filmmaker based in Los Angeles.

My organization is planning a road rally in July 2002 which will take us across the heartland of America on historic Route 66, starting in Chicago and ending in Los Angeles on a tour that will take us across eight states in a vintage 1959 Cadillac El Dorado.

Our primary mission is to promote and publicize the historic road, and bring about a public awareness of our national heritage as it relates to our diminishing landmarks, seen from the unique and rather quirky perspective of an Elvis Presley impersonator.

One way in which we are going to accomplish this goal is to film a documentary as we travel across the route. This documentary will feature the businesses and townfolk of Route 66, real people telling the stories of the Mother Road, what we feel is the essence and heart of The American Dream. As narrated and seen through the eyes of a person acting as an American Icon such as Presley, we feel this is unlike any project yet undertaken.

This documentary will likely find worldwide exposure on the Travel Channel and KCET Public Television in Los Angeles, which has given us the heads up on the project, and will pick up the finished film based on the completed product.

This film will also be made available on our website and at memorabilia and gift shops nationwide, as well as through the various Route 66 Associations along the historic route.

The second way we are going to accomplish our goal is to stage an Elvis Show every hundred miles or so along the

route, with our principal host and originator of the project being an accomplished Elvis Impersonator. (Myself, Mark W. Curran) as Elvis, will visit selected towns along the route and do a free one hour show at a pre-selected venue. Tie-ins such as raffles, classic car rallies, radio station remotes, and other such events are being planned.

We are now in the process of contacting the various Route 66 Associations in each of the eight states to consult with them on suggestions, feedback, resources, and the possibility of helping us publicize our rally. There are possibilities for fundraising here as well.

A great deal of publicity is going to be generated along this route. Radio station interviews, newspaper articles, and a joint venture between the national Elvis Presley Fan Clubs and the Route 66 Associations will likely result in a good turnout at each town.

We would like to find suitable businesses in each of these towns that will contribute in some small way, be it a motel room, a performance space, even a parking lot in return for not only a great cause, but for the publicity and attendant revenues that would be generated from the sale of drinks, food, etc., and, of course, the exposure the film and advertising will bring.

My primary purpose in writing to you is to find out if your organization is interested in our project, can help or provide feedback, and if so, is there a phone number and contact person, email, etc?

If there is something that you may be able to help with, I would welcome your input in any way you may see fit.

Mark W. Curran
Route 66 Elvis Across America Roadathon
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California Route 66 Preservation Foundation

The California Route 66 Preservation Foundation was originally developed through the support of the Route 66 Museum in Victorville and now has become its own viable entity. Its president, Jim Conkle, is a dynamic individual whose interests lie in promoting and saving what is left of the Mother Road in California. In some respects California has lagged behind the other Route 66

Frisco: Number 1522

By Kent Sanderson
Introduction by Gary Adkins

On April 28, 2001, a break-in run began at the Museum of Transportation in St. Louis. The old "Frisco" Number 1522, a steam locomotive built by the Baldwin Company in 1926 for the St. Louis-San Francisco Railway, was coming out of storage for a ride through Missouri. In 1985 the St. Louis Steam Train Association undertook the restoration needed to save this bit of history and completed the work in 1988. An agreement with the Burlington Northern-Santa Fe Railroad was reached this year to use their tracks to make the run from St. Louis to Newburg, Missouri. As luck would have it, on April 29, two Route 66 Association of Missouri members were there on old '66 in their red Corvette to chase 1522 from Stanton, Missouri to St. James before losing sight of the icon. This is their adventure...

We leisurely cruised "Little Red" out to Stanton today to spend a couple of hours "at the beach" (Meramec Caverns). As we crossed the tracks at Stanton we noticed several folks parked along the side, most of them with cameras at the ready. Okay, something's up. What's going on? Holy smoke, Batman, it's the recently restored Frisco Number 1522 steam locomotive coming from the Museum of Transportation (St. Louis) to Newburg, Missouri. It's pulling three or four vintage passenger cars and a few freight cars but the "passengers" are all old railroad buffs reliving their youth.

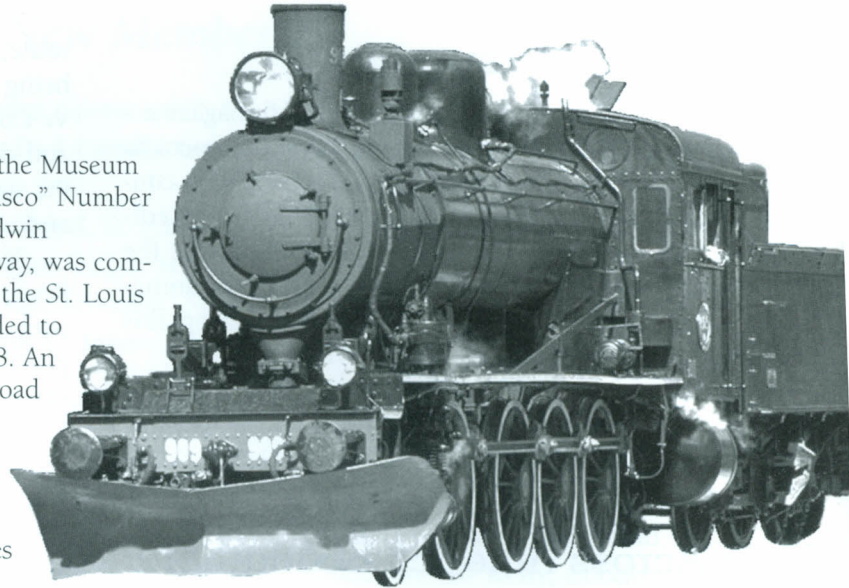
What's that? It just passed through St. Clair a few minutes ago and is expected in Stanton at any moment. Yes, I can see the black smoke and hear the whistle. Heart, don't fail me now...Let me see this thing...Let me wave to the engineer...Let me relive long ago memories from 1945 downtown Dwight, Illinois. Oh man, here it is and us with no camera! Okay, let's wave and drink in the sight. Commit this to memory and do a "file save" so that it can be recalled any time desired. Wait. Wait. One quick look is not enough. "I know," Mary Sue says, "Let's follow the train on '66."

Brilliant.

Hurry, hurry, let's fire up "Little Red" and head west. All right, we catch the train just west of Sullivan and then lose sight of it as the tracks veer south. Okay, speed on closer to County F east of

Bourbon where the tracks closely parallel Route 66.

Yes! Here it comes. My God, we're cruisin' right along side of the old black locomotive, closely followed by a dozen more fanatics like us. We wave and the crew waves back. Hurry through Bourbon and wait for it again on the west edge



of town. We lose sight of it again but know that it will reappear just west of Leasburg and that we can run along side it all the way to Cuba. Here it comes again and, yes, we are running next to it. It's 1940's Route 66 revisited! Look at the black smoke! Just listen to that old steam whistle! Clickety clack, clickety clack, it's cranked up to about 40 miles per hour.

Then, where is it? Where did it go? It must have stopped in Cuba where the crowd is gathered. Wow, it's even larger than I imagined! The engineer says that it's "running great". Okay, hurry out to Fran's old place (the Route 66 Lounge in Cuba) and wait for it again because the run to St. James will find us on a wonderful stretch of '66 and the "chugger" will really make today special.

We're running with the train again. Wish we had a camera. Try to remember every detail. We reach the outskirts of St. James and there's our train again. We lose sight of it at the intersection and know that from this point on the tracks will not be visible to us from '66.

Reluctantly we pull over and turn around. It's all we can talk about on the return trip. ■



from the PRESIDENT'S ROAD MAP

By Tom Pike, Association President

As I prepare this, 2001 is coming to a close, marking an end to the 75th Anniversary year of the birth of the Route 66. I would like to thank all the Association Members, Board Members, Committee Members, Motor Tour Staff, and Officers who worked hard to make the 2001 Motor Tour and the November 11th Birthday Celebration such great successes. A special thank you goes out to Diane Warhover and her staff at the Route 66 State Park. Without especially their dedication and tireless efforts, the Birthday Celebration would have never come together as successfully as it did. And a very special thank you to everyone who attended both events!

The annual Motor Tour in September was well attended, as usual, and a complete report on it can be found elsewhere in this magazine. For those of you who missed Missouri's 75th Anniversary Birthday Celebration at the Route 66 State Park on November 11th, I can tell you it was a rousing success! We stopped counting when the 300th collectible vehicle entered the Car Show, and many more cars entered after that, completely filling the field set aside for the Show. We had several wonderful entries in our vintage clothing and hats contests, and several entries in the chili and dessert contests as well. The weather cooperated, and we received reports at one point that the traffic was backed up over 3 miles on I-44, with people trying to get into the Park for the festivities. We also gave out approximately 1,000 Frisbees, yo-yo's, and special Route 66 coloring books to the children (both big and small) who attended, in addition to Frankoma Route 66 coffee mugs, t-shirts, and tote bags which were given out for the adult contests.

It was especially nice to see Route 66 "dignitaries" Skip Curtis, Shellee Graham-Quinta Scott, Tom Snyder, and Bob Waldmire greet the crowd and promote their books and wares. And another special thank you goes to the Eureka Lion's Club, Ted Drewes Frozen Custard, and the Route 66 Brewery in St. Louis for being food vendors for the event, and to the Association members who helped work booths, judge contests, hand out prizes, and see that all things ran smoothly. The Association had a table set up to sell t-shirts and memberships. Approximately 30+ new members joined our Association that weekend-if you are a new member receiving this newsletter for the first time, welcome aboard!

Our Association also published a special edition of our magazine, "U.S. Highway 66 in Missouri-A Historical Perspective", for the highway's Diamond Jubilee Anniversary, releasing it for the first time at the Birthday Celebration. A very special thank you goes to Jim Powell for his tireless efforts to set the record straight about the history of the Route 66, and to Karen Harrill and her staff at Image Ink, LLC for their "just in time" publication work. If you have not yet seen this magazine,

it is the most accurate account of Highway/Route 66 published to date, and many public libraries are already requesting copies.

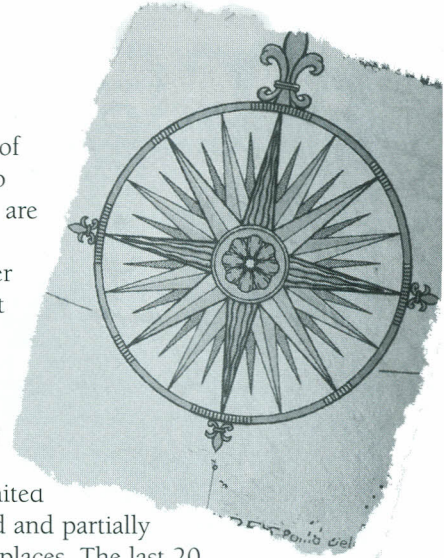
As Route 66 moves into her fourth quarter-century, we must look into the future and figure out where the Mother Road is to go. In her first 75 years, she has gone from a dirt road to being the major, paved east-west route across half of the United States to being decommissioned and partially turned back into a dirt road in places. The last 20 years have again seen a great resurgence in interest in the Mother Road, but sadly it seems as many icons have been lost as have been started, or reborn. I will be attending a conference in mid-January in Albuquerque to see what kind of funds and potential governmental help there may be to preserve our bit of Mother Road. It is up to us to see that she survives the next 75 years as healthy or healthier than she has survived the first 75 years.

With the tragedies of September 11 and the subsequent surge in interest in overland travel, I hope that we will be drawing many new "roadies" into our midst in the near future. If the Mother Road is to survive, we must continue to make friends along the road, and foster situations to which cause younger generations to hear the song of the road and become as addicted to it as some of us "well traveled" Roadies are. We also need to be open to ideas which can help preserve as much of the road and the character it possesses as possible.

But as I've said so often in the past, it can't be done without people! I urge each of our existing members to turn in their membership renewals as fast as they can, and I ask each of you to be on the look-out for situations to introduce the Mother Road and our Association to new people who've never experienced the joy and mystery of her twists and turns. If you are willing to serve on an Association committee or plan a meeting program, or if you have a talent you are willing to apply to our Association for the Road's benefit, please let me know of your interest. I fully believe that Route 66 has a strong future, if only we are brave enough to take her there.

With that said, I want to add that I look forward to seeing each of you whenever you can make it to any of our meetings or events in the coming year, or at the Route 66 State Park at Eureka. We have an exciting year ahead of us, waiting for us out on the road!

Tommy Pike



Preservation

By Carolyn Hasenfratz

Preservation, even on Route 66, comes in different forms besides permanent structures. The doors on Missouri Route 66 Association members Rich and Linda Henry's Campbell 66 Tractor #539 recently have been completely redone to original condition, as when the tractor first hit the road for Campbell in 1981. It was a 1981 GMC Astro, non-sleeper, tandem axle tractor with a 6v92 turbo diesel silver series engine, coupled with a seven speed transmission. Its last day of operation for them was in March, 1986. After Campbell's assets were liquidated, a small steel distributor, Tiger Steel Corporation, with offices in Springfield and Tulsa, purchased the tractor, still maintaining Missouri plates on it. It appears they



ran the tractor until sometime around 1992 or early 1993. At that time it looked like tractor 539 was doomed for total devastation. It ended up at Truxton Truck Salvage and Parts which is located on the north side of Springfield, Missouri. Truxton used it to move trailers around in their salvage yard and to pull other equipment in to be cut up for parts.

In August of 1998 on a trip to Springfield, the Henrys saw it sitting there and stopped to take pictures of it. Once the pictures were developed and Rich's brain started whirling..., "wouldn't that look nice hooked to our '75 Snortin' Norton trailer #6-6190," he thought. The trailer had been purchased in April 1997 from Milan Surplus in Milan, Illinois. So in September 1998, at a going-out-of-business auction for Truxton Salvage, Rich was high bidder, and #539 was rescued. The nice thing, other than the doors being re-lettered during its absence from Campbell, was that the rest of the tractor and its graphics



maintained all of its original Campbell appearance. Even the unit number remained.

Now #539 looks as good as new and, the Henry's believe it even gets a little restless, along with Rich, for the open road and pulling one of their two Snortin' Norton trailers. Rich's dad Hubert would have liked trying that. Here we have a piece of moving Route 66 history with it possibly being the only complete Campbell 66 tractor and trailer combination still in existence.

Be sure to see this unusual Route 66 attraction when you get close to Staunton, Illinois on the 1930-1940 alignment. Even the Henry's Route 66 rabbits are saying, "Which way did that Campbell outfit go?"

If anyone has any of their own Campbell 66 stories they would like to relate to the Henrys, have Campbell memorabilia they would like to share with them, or even know of where other Campbell tractors and trailers are, please either e-mail Rich and Linda at Route66@midwest.net or call them at (618) 635-5655. ■



from the DRIVER'S SEAT

By Gary Adkins

After working diligently during the past year, the big weekend finally arrived—September 7-9—our 12th Annual Motor Tour where we celebrated the 75th Anniversary of Route 66 by “Searching for Will.” Will Rogers, that is, the Mother Road’s most famous son.

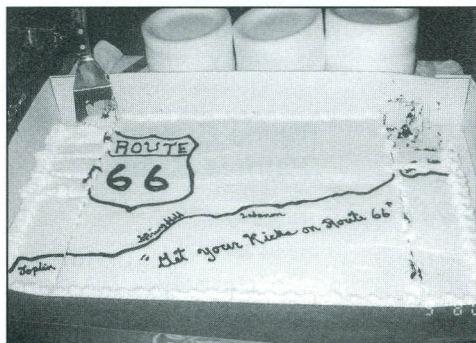
The Motor Tour kicked-off with a registration and social gathering at the Baymont Inn, Sullivan, MO. The gathering provided tour participants the chance to pick up their “goodie bags”, Motor Tour handbooks, dash plaques, and window stickers. There was also tour t-shirts and other Route 66 memorabilia.

The tour started from the Baymont on Saturday morning. Local police provided traffic control. We traveled through the beautiful wine producing counties and arrived at Rolla, MO for our first scheduled stop at Memoryville, a fantastic car museum, restoration shop and antique store. After Memoryville, our group had the rest of the day to explore the beautiful Missouri Ozarks using the driving instructions provided in the “goodie bags”.

On our way to Springfield we visited three communities each holding a Route 66 Festival. The first was in Lebanon which held a very nice event at the Cowan Civic Center with an indoor car show, a large 75th Anniversary cake, 66 memorabilia and a special book signing by Shellee Graham, Jim Ross, Skip Curtis and Marian Clark.

Next on the tour was the town of Conway which came out in force to support their event. There were arts, crafts, food, pony rides and live entertainment. And finally, there was a special event in Strafford in which Mayor Alan Baker proclaimed September 8 as Route 66 Day during their 10th Annual Route 66 Festival.

Soon we arrived in Springfield, MO, at our destination, the Historic Rail Haven Motel, owned by Gordon Elliott. The motel was packed with enthusiastic (and now wet) Motor Tour participants. Our group hunkered down under the tents during some extreme weather conditions to enjoy an excellent dinner catered by Hawks Hickory BBQ of Lebanon. After dinner, Association president, Tommy Pike presented the Rail Haven with an award for many years of serving the traveling



public. Later we held a 50/50 drawing and gave away the many wonderful door prizes.

Sunday morning seemed to arrive much too fast with cloudy skies and cool temperatures. Normon Heironimus held a nondenominational service under the tents, after which Tommy Pike led the group through Springfield to our first scheduled stop at the Power’s Museum in Carthage, MO. The curator of the museum, Michelle Hansford, invited us to enjoy the exhibits on Carthage and Missouri history plus a unique traveling quilt exhibit. Following the Power’s Museum it was open drive time with a stop in Carterville for a 66 Street Festival featuring a car show, a local radio station remote, kids games and various items for sale plus a hearty handshake from the town mayor.

The Galena Mining and Historical Museum did a rare Sunday morning opening just for our group. This museum, founded by the late Howard Litch, is a crown jewel on Historic Route 66 in Kansas. We then traveled to our lunch stop at the Eisler Brothers Old Riverton Store. The Kansas Historic Route 66

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WHAT CAN WE DO TO PRESERVE THE Mother Road IN MISSOURI?

By Kip and Quinn Welborn

Cruising down the Mother Road brings all of us a sense of fulfillment and a sense of wonder. At least for Quinn and me, unfortunately, treks down the highway this past year have brought a sense of loss. A year or so ago, you could have set your watch by the clock hanging on the La Casa Grande Motel on Watson Road. Both are gone now, and other "relics" of the old road, like the Gascozark Café in Gascozark (see Jean Bybee's article in the Spring 2001 issue), and the Oak Grove Roadside Park North of Leasburg are on the endangered species list. There is more to Route 66 than just driving it. Part of the joy is having these "relics" of the road to remind us - and to educate us - about the way the road was before people could seek the efficiency and boredom of the interstate.

We need to be doing what other Associations on the highway are doing - preserving the "relics" of the highway so they can be enjoyed by us, and by future generations. A trip through Illinois on Route 66 provides numerous examples for inspiration; the Meramec Caverns Barn North of Pontiac; the Standard Gas Station in Odell; Soulsby's in Mt. Olive... On our trip to Gallup

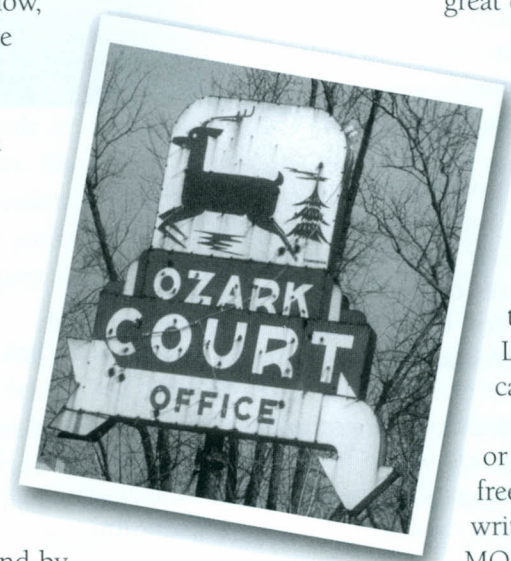
this year, our caravan witnessed the efforts of the Oklahoma and Texas Associations, which have put their time and effort into historic preservation. These efforts required time, resources and good old-fashioned elbow grease.

Jim Powell, our Association founder, has devoted a great deal of time into getting us started;

now it's our turn. What I am interested in knowing is what those of you reading this article think are "relics" worth our preservation. I am also interested in hearing any ideas you may have as to how to go about preserving them. I see one excellent example as being the Oak Grove Roadside Park near Leasburg and I intend to do what I can to keep the park open.

If you have an interest in the Park or other possible projects, please feel free to call me at (314) 776-7385 or write to me at 3947 Russell, St. Louis, MO 63110. I know that, working together, and including other groups interested

in the preservation of "relics" along Route 66, we can preserve the past and keep the memories of Route 66 alive for the future. ■



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Welcome to Williams, Arizona and the Grand Motel

By Jean Bybee

What a delightful town Williams, Gateway to the Grand Canyon, is! I stopped there on my way to California and had lunch at the Pine Tree Restaurant, a local favorite. It was loudly rumored that snow was expected and the dark sky and chill in the air made me leery. I heeded the warning of snow and left town, passing a sign that read "snow chains". That night I escaped four inches of snow in Williams by spending the night in Kingman. On my way back east a week later I stopped in Williams again. Once again the sky warned of snow and the rumor around town was for snow that night. I believed it...it just felt like snow to me, but I was here to see the sights and regardless of the weather I was here to stay.

I cruised Route 66 east and west in town looking for my favorite kind of motel (a room with a garage for Clyde, my silver PT Cruiser). I found the Grand Motel on eastbound Route 66. It was within walking distance of downtown and conveniently located across from Rod's Steakhouse, a longtime Route 66 favorite.

The Grand Motel, built in July 1936 by Sue and

Harvey Delaney is on the National Historic Register as an example of early Route 66 motel culture. It is one of a few Spanish Revival architecture motels, like the famous La Posada in Winslow, Arizona and a few motels on the California coast. It has 24 units with three garages. The motel boasts of its original plaster cove ceilings and tile bathrooms with the added modern conveniences of air conditioning and heat. The present and



fourth owners are Kris and Eric Malanowski who have owned and managed the motel since 1977. They also own the Gateway Motel built in 1946 across the street. For the German speaking travelers of Route 66, they advertise: Wir sprechen Deutsch.

As anticipated, snow flurries started about midnight and the next morning there was at least four inches of snow on the ground. It was a winter wonderland, pure white and serenely quiet. Clyde was safe in his garage for the day. Dressing appropriately for an April snow storm, I trudged through the accumulating snow to the Grand Canyon Railway Depot and purchased a ticket to the Grand Canyon.

The two-plus hour trip to the Grand Canyon was highlighted by about thirty elk grazing in a snowy pasture along the tracks. Tourists on the train, hopeful for a once-in-a-lifetime look at the Grand Canyon were greeted at the rim by a blizzard. There would be no memorable views today but there would be plenty of memories of the delightful small town of Williams, the Grand Motel and the train ride to the Grand Canyon in a snow-storm. ■



Give The Pow Wow A Try!

By Jane Dippel

Twelve years ago I made my first Route 66 trip from St. Louis to Needles, California. I didn't know a lot about where I was going or where to stay. I just knew I was on the great "66 Highway". Billboards kept telling me "Tucumcari Tonight" so I had to make that my destination. When I arrived I drove Route 66 through town a few times and then made my choice of motels. I chose the Pow Wow Best Western. I'm glad I made that choice. It's been my home-away-from-home for the past twelve visits. On my first visit I felt safe, secure and comfortable so I just kept coming back. And, Georgia Primrose has always been at the front desk to check me in. The grounds, rooms, restaurant and lounge are of "Southwest" décor. But what I think I like best is the fact that there is always someone in the lounge or at the pool to share road trips with.

The month of June brought me back to Tucumcari with traveling companions Kip and Quinn Welborn and Captain Bob Essman. Kip, Quinn and I chose the Pow Wow and had a great two-night stay. Captain Bob chose the famous Blue Swallow.

As often as I have stayed at the motel, I really knew little about it. On this visit luck was with me for I met Bette Ditto, owner of the motel and found that it has a long Route 66 history. While sitting at the pool in June I looked up and there was Bette inspecting her plants. She wanted to make sure they were watered properly. We began chatting and I was informed that in 1955 Bette took over ownership and began an expansion program. More units were put in, a pool and courtyard added, the gift shop expanded and the now famous Pow Wow Restaurant and Lounge came to be. The motel went through a few different names and became a Best Western in 1961. Bette always looked to the future and you can tell, put much loving care into the motel. ■



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Halloween *Cruise*

by Kent Sanderson

The 2001 Halloween Cruise began like many others in the past—early, cold and dark. The cruisers gathered at the Allenton Shell Station early on Saturday morning, October 27, and consisted of Missouri Route 66 cruisers Jane Dippel and Peggy O’Neil of St. Louis, Marge Jovanovic of Camdenton, Lance and Krista Llewellyn of Kirksville, and Kent and Mary Sue Sanderson of Manchester. We stopped in Cuba to pick up Fran Eickhoff, thus completing our entourage. John and his dad, Rich “Pops” Steyh, joined us later that evening in Lebanon because John had to work Saturday morning.

The initial plan was to spend Friday night at the Meramec Caverns Motel in Stanton and depart from there as we did last year. Plans fell through, however, when the motel closed a week early due to “lack of business” because of the terrorist attacks in New York City. How disappointing!

A first-rate collection of toys made the cruise this year; John took his 60’s vintage Dodge wagon, Lance and Krista drove their ‘57 Stovebolt Chevy pickup and Mary Sue and I again cruised in “Little Red,” our ‘79 Vette. The highlight, though, was Lance and Krista’s restored retro ten-foot Serro Scotty camper trailer. (They rescued the trailer in May and kept it a secret until the long restoration was complete). The truck/trailer combination reminded us so much of MGM’s 1954 movie *The Long, Long Trailer* that we began referring to the couple as Lucy and Desi.

On the road at 7:15, we drove to Meramec Caverns to appreciate the beauty of the river, bluffs

and the campground. Our next stop was in Cuba at the Route 66 Lounge parking lot where we waited for Jane to pick up Fran from her new home. (For those who are unaware, Fran sold the Route 66 Lounge nearly a year ago and retired to her present home on the east side of Cuba). We all sat in the trailer while we waited for Jane and Fran and did some mental time travel as we imagined ourselves on 1950’s Route 66...

Wayne Bales’ Route 66 motors was next and Wayne greeted us with his customary smile and handshake. We bought souvenirs, of course, and enjoyed his highway stories before moving on down the road. We passed through Rolla, Doolittle, Arlington, Powellville and Hooker before stopping for lunch at the Elbow Inn in Devil’s Elbow.

Dakota the dog met us as he usually does and joined us on the deck for lunch. Even though his favorite is “brisket with a little barbecue sauce,” he eagerly munched the fries that we tossed in his direction. Krista videoed the caravan as we crossed the 1923 steel truss bridge after leaving the inn which is the former 1930’s Munger Moss Sandwich Shop.

We continued to roll and arrived in Lebanon around 2:30 p.m. Ramona and Bob Lehman welcomed us to their Munger Moss Motel where we

*“THE HIGHLIGHT
WAS LANCE
AND KRISTA’S
RESTORED RETRO
TEN-FOOT
SERRO SCOTTY
CAMPER TRAILER.”*

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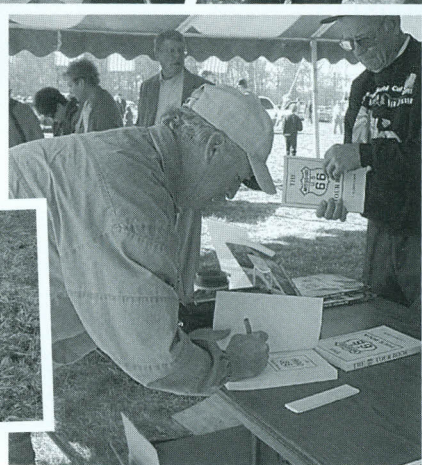
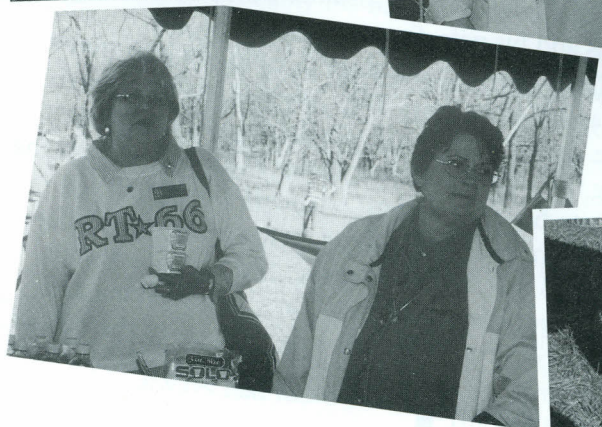
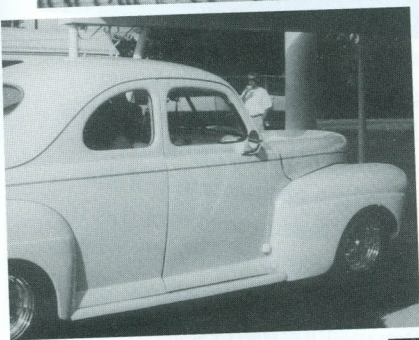
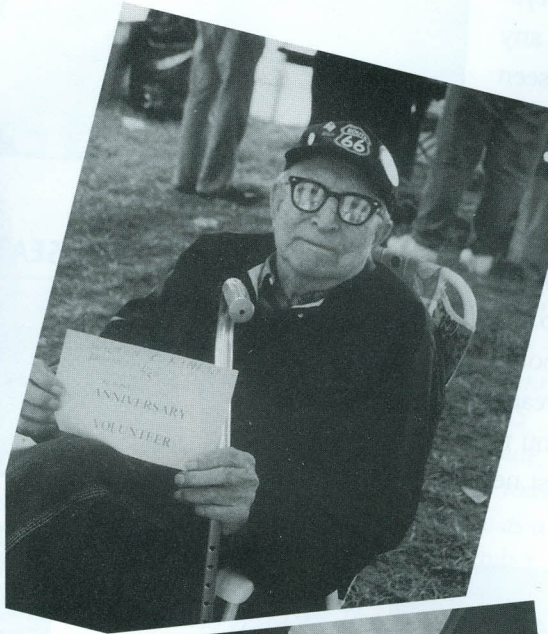
75th Anniversary

November 11, 1926–2001

On Sunday,
November 11, 2001
thousands of people
attended the birth-
day party for Route
66. It was a beautiful
fall day at the Route
66 State Park and
except for when the
food vendors ran out,
a great time was had
by all. We hope you
will enjoy a few of
the photos of the
celebration.



LET'S PARTY!



Rabbit Population Explosion

on Southern Illinois Rt. 66

In Staunton, Illinois, another little Route 66 Rabbit has appeared on the scene. Where at? You guessed it. At Henry's Route 66 Rabbit Ranch aka Henry's Old Route 66 Emporium. It joins Henry's existing family of fifteen rabbits that at almost any time of the year (when they are open) can be seen out romping around giving enjoyment to the weary 66 traveler.

The new rabbit is one of 500 produced for the Henry's by Chuck and Kim Taylor of Crista Bears in Springfield, Illinois. It's name is Spot. His color is Route 66 black and white. Spot was asked to pose for a picture, but he appears to be too bashful. Spot's ear tag tells an interesting story that you'll have to read for yourself. These rabbits are irresistible and you may contact Rich and Linda at Route66@midwest.net. ■



FROM THE DRIVER'S SEAT *(continued from page 9)*

Association catered this event with good food and a very warm and friendly gathering. After lunch we started out across the remaining portion of the 13.2 miles of 66 in Kansas on our search for "Will".

At last, after driving across three states, the search was over! As we entered the Will Rogers Memorial, there he was, Will Rogers (Gene McFall) greeting us at the door. Will was dressed in typical cowboy attire. After meeting "Will" I came across Michelle Carter, curator of the museum. Michelle is the person who made the end of this tour possible. Taking leave of Michelle, I went to the theatre to greet the members of the Motor Tour and to await the arrival of our guest speaker, the Route 66 "Renaissance Man" himself, Michael Wallis and his wife, Susan.

Shortly, "Will" took to the stage to entertain our group with stories and history. After Will, Michael Wallis arrived and took the speaker's platform. He delivered one of the most stirring talks on the Mother Road. Michael reviewed the events of Route 66 over the past ten years and he talked about a new animated movie about Route 66 which will be released in 2003. Michael then spoke of the responsibility that each and every one of us must take in preserving and promoting the old road. Michael's talk brought to the official end the 75th Anniversary Motor Tour of the Route 66 Association of Missouri. ■



Great Amerithon: Bringing Americans Together Through a Cross Country Marathon

Kenn Kemper, "America's Great Grandfather," at age 64 will run across America, stopping in towns and cities along the way to bring his message of unity and hope.

The Great Amerithon will begin on May 2, 2002, in Santa Monica, CA, run along the full length of Route 66, on to New York City, Washington, DC, and finish in Maine. Special celebrations are planned along the way. More information can be obtained by calling Steve Brown at (602) 738-0809 or www.greatamerithon.com.

With Diesel Fuel In Their Veins

By Rich Henry



Editor's Note: The following is a story about a "trucking" family and the American way of life.

Rich Henry is the son of "Hammering" Hubert Henry, a man who logged over 5 million miles across Route 66 and other "minor" roads in his sixty-one years as a

truck driver. Rich is a life member of the Route 66 Association of Missouri and has contributed many door prizes for the Association Motor Tour.

Hubert was the oldest child of Joseph and Thelma Henry. He grew up in the worst economic hard times in this country's history - the Depression. Hubert loved trucks from the time he was old enough to walk. He saw trucking as a way to have an unlimited income. He loved trucking so much that it was more of a hobby to him than a job. Hubert got his first chauffeur's license at the age of 15 in 1936. He stopped driving in 1997. That's sixty-one years of continuous trucking.

Probably his most fun years (or the ones he talked about the most) were from the mid-forties until 1961. During those years he worked as an owner/operator at Be-Mac Transport in St. Louis. His trips would either take him east on Route 66 in Illinois where Be-Mac had terminals or west on 66 to Springfield, Joplin, Tulsa and Oklahoma City where Be-Mac's other terminals were located. He owned his own truck and pulled company trailers. He held seniority over the other company drivers and his stories about his trips were unlimited.

Owning his own diesel tractor (1950 GMC Cannonball series tractor) he could (in those days) "set it to run" like he wanted. It always had more pulling power than Be-Mac's gasoline tractors.

Leaving St. Louis and going to Oklahoma City back then, he could run it in nine and a half hours. The gasoline company trucks couldn't even do it in the 10-hour driving time allotted by the DOT (Department of Transportation). One day, Pete Goode, one of the two brothers who owned Be-Mac talked to Hubert about diesel engines. Hubert convinced him that diesel engines were the wave of the future in trucking. From that point on, all of Be-Mac's tractors were ordered with diesel engines.

In 1961 Be-Mac went to all company equipment. Hubert drove for a year, after which, missing his own tractor, he resigned from Be-Mac, bought a flatbed trailer and leased it to M.C. Slater, hauling iron and steel products between St. Louis and Chicago, across Route 66 for the next 10 years. After that he went to Artim Transportation, running the same roads until 1975 when he leased to Spector and ran the "system" all over the continental United States.

Trucking must be in the Henry blood. Actually, when I think about it, it may not be blood, but diesel fuel. Hubert's dad also drove a truck. Both my brother Bill and I followed in his steps, too. Hubert helped Bill in the early start-up days of Henry Transportation. The company has grown and now has over 150 tractors and 300 van trailers (you can't miss the HENRY name across the trailers when you see them). The company has terminals in St. Louis and Springfield, Missouri.

As for me, I maintain my CDL (Commercial Driver's License) and occasionally will still do a Springfield turn. ■

Growing Up Near 66

by Jane Dippel

My love for Route 66 started when I was very young. I did not know at the time it would become my number one hobby and that I would travel it many times.

I grew up not far from 66 and with my pals would walk to the highway. We walked to Laclede Station and Route 66 and, if we had spare change, ate watermelon under the big tent that was set up at Martie's Market on the corner. The market was a convenience store with a small stock of groceries. It was a plain old building, but in summer a large tent was put up and ice cold watermelon was served. The watermelon was kept in coolers on ice. It was cold and delicious. We would sit by the side of the road and read license plates and wonder where the people were going and what wondrous things they would see. On the other side of Laclede Station Road there was a gas station. We thought it was a wonderful place because the rest rooms were so clean. We would walk over, use the facility, and leave wonderful comments in the guest book. (I don't remember the station's name, but it's still there as a Standard Oil station).

On hot summer nights coming home from visiting friends or shopping in the city we couldn't wait to get to McKenzie and Route 66 to Laclede Station. It was like driving into air conditioning. People slept along the highway on hot nights. I

remember the Crystal Court, Coral Court and Wayside Motels...Sometimes dad stopped at Martie's for more watermelon!

Our special treat was going to Sylvan Beach for a swim after dad arrived home from work. Dinner over, dishes washed, suits in hand and off we went. We passed many motels but I was most impressed by the Park Plaza and Nelson's Café on the corner of 66 and Lindbergh Boulevard. I longed to stay there and eat, but never did.

High school and drivers education was next. Our teacher took us to the cloverleaf at 66 & Lindbergh where we practiced our driving skills. Round and round we went. We wanted to borrow our parent's car and back around the cloverleaf because we had spent so much time going forward.

...A little older and wiser we played a game at Coral Court. The maid would actually come out to greet you after you registered and show you to your room. We would drive in, wait for the maid to come out and tell us what room to go and then all of us but the driver would duck down and we would zoom off. Well, we thought it was great fun.

I have traveled the highway many times now. I know where it goes and what there is to see. I never tire of it. The highway and the people on it are my friends. I love it. Gee, I'm ready for my next trip. ■

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In Memoriam

James Daniel Woodall IV March 5, 1924 - November 11, 2001
Springfield, Missouri

As a member of the Missouri House of Representatives, Mr. Woodall initiated and co-sponsored the bill to make Route 66 in Missouri a historic Highway. His efforts on behalf of the Route 66 Association of Missouri to preserve the road and its history, was greatly appreciated and will not be forgotten.

Voytle "Sandy" Sanders June 2, 1919 - October 4, 2001
Springfield, Missouri

Mr. Sanders owned and operated the Amoco service station at the corner of Glenstone and St. Louis Streets on Route 66 in Springfield, Missouri, for 55 years. He welcomed Route 66 travelers and was a friend to all. He loved Route 66 history and loved to reminisce with anyone who stopped in.

David R. Essen
Ballwin, Missouri

October 20, 2001



Coral Court Revisited

By Gary Adkins

On May 13, 2000, the Museum of Transportation opened a display of Coral Court memorabilia. The display includes some furnishings from one of the rooms and a section of exterior wall from one of the two complete units salvaged from the original site on Watson Road in St. Louis on old '66.

At the original site all that remains are the original rock entrance walls. The pink and white entrance signs that once adorned these walls are on display at the Route 66 State Park along with 2 paintings and other memorabilia.

Even though the Coral Courts are gone their legacy and notoriety live on...

Everyone has great memories of traveling down Route 66, of visiting Meramec Caverns, driving past the "windmill restaurant", stopping in at the Jesse James Wax Museum, or shopping at the Katz Drug Store on Watson Rd. (now a Walgreens). But sometimes the memories weren't all of fun and good times. Some memories are of very bad times.

We're all products of our environment and our upbringing. All of the things we went through make us who we are today. Most days, that's not so bad.

I remember waking up in the middle of the night, not knowing what was going on, but soon realizing that it was happening again. Mom and dad, both drunk, were at it again. Screaming. Crying. Fighting.

It was not a dream. It was real. Again. And soon I would be pulled from my warm safe bed and tossed into the family car. Sometimes I had time to grab a favorite toy, usually I did not. A single suitcase was usually thrown in the back along with five or six cats thrown on top and away we would go into the unknown darkness.

I remember waking up in the morning surrounded by a pillow of purring cats. Cats apparently adjust better than kids. I knew it was going to be a long weekend. Mom would sit just staring out the window and we would wait for dad to find us. I don't know if she was more afraid that he would or that he wouldn't...

It wasn't until later that I found out that our place of refuge was the Coral Court Motel. It became my mom's favorite hide-out because rooms came with a garage.

I wish I could remember how the rooms looked, but I can't. The rooms must have had kitchenettes because we never went out. I know there was a door which led to the garage because my mom was terrified of it. She would barricade it with a chair, always afraid dad would get in. We never went outside so I don't remember if they had a pool or not. It didn't matter, I knew I would not be allowed to use it even if they did.

I remember the last time we stayed at the Coral Court. Dad found us. There was a horrible fight out in front of the room. I stood in horror in the window as mom tried to run over him while backing out of the garage. After that we never went back to the Coral Court. Other motels further out were used.

Eventually mom stopped drinking and dad mellowed out. Life went on. I think back to the enjoyment I always find when I "hit the road," and now and then about how the road jumps up to hit me sometimes. ■

READER LETTERS *(continued from page 5)*

states in getting organized for the single purpose of bringing Route 66 to the attention of the general motoring public. Too often Route 66 was relegated to local events that ended at the city limits or county line. With the addition of the CART66PF to the other fine state organizations from California to Illinois there is a movement to unite our resources for the purpose of educating, preserving and promoting our beloved Mother Road. When Route 66 wins we all win!

I wanted to let you know about the new web site and to inform you that I've added a link to your Route 66 state organization. If you like what you see on the California Route 66 Preservation Foundation web site would you add a link to it from your site, also?

I know CART66PF would really appreciate it. If you get a chance drop Jim Conkle a line and wish him luck in his preservation projects, too. When you are just getting started in a project like this, it is always great to receive support from kindred spirits who feel the same way about Route 66.

Thanks for the great things you are doing for Route 66 in Missouri.

*Guy Randall,
Webmaster CART66PF*

Viva Cuba Route 66 Mural City

Viva Cuba, a local nonprofit community beautification organization has begun a murals project which, when finished in 2007, will commemorate Cuba, Missouri's 150th anniversary.

The 12 murals are part of a citywide project to revitalize the original business district, build a visitors center and to make the community more attractive to tourists and people thinking of settling in the community and surrounding area.

Three murals have been finished and the Missouri House of Representatives recently proclaimed Cuba as "Route 66 Mural City".

Didn't you always want to race Tod Stiles from "route 66"?

Now's your chance at the **International Route 66 Mother Road Festival – September 27-29, 2002.**

Meet your heroes and get your kicks at the **International Route 66 Mother Road Festival, September 27-29, 2002 in Springfield, Illinois.** This premiere annual event will be attended by thousands of people from around the world and feature hundreds of classic vehicles, live entertainment and celebrities, dozens of food and drink booths, one-of-a-kind exhibits, the world's largest sock hop, and more. This event is the largest festival of it's kind in the world – a Route 66 Mecca. We invite you to come celebrate the love of the open road, the dream of a simpler time and the vitality of a bygone era. Oh yeah, and the chance to blow the doors off Tod's Corvette!

International Route 66 Mother Road Festival highlights:



- Join the National Route 66 Federation for their annual **John Steinbeck Awards Banquet** in downtown Springfield. **Martin Milner** of "route 66" television fame is scheduled to be the keynote speaker, and **Michael Wallis** famed author of "Route 66 The Mother Road" will also attend.

- **National Route 66 Chili Cook-off**

- **Route 66 Artists & Authors Expo**

- **Paul Revere & The Raiders, Bill Pinkney And The Original Drifters, and 1964: The Tribute**

- **Antique roadshow featuring rare collectibles from Route 66**



For more information on the International Route 66 Mother Road Festival visit route66fest.com If you're planning to make the trip with your car or motorcycle club, contact the Springfield Illinois Convention and Visitors Bureau at **1-800-545-7300** for special festival hotel packages, and premier club parking.



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Catching Up... Web Site Report

by Carolyn Hasenfratz

The new website design went live last May and our visitors seem to be up to between 20 and 50 per day. I have submitted to a lot of search engines. We're getting more entries in the guest book - I've been forwarding the messages that I think need our feedback to the appropriate people. In order to keep the visitors coming we need to add fresh content periodically and let everyone know about the site. I'm pleased with how the site has been received so far, and I'm grateful to everyone who has contributed material and offered feedback and critiques, especially Lance, Jim, Kent, Shellee, David, Tonya, Ramona, Gary, Tommy and Mark. I apologize if I've left anyone out. I could not have done this project without your help and a good foundation to build on.

Here are some suggestions on how Association members can help with the website.

1. If you are an Association member and have a website, please check the links page to see if I have your site listed under Member Websites. I don't want to leave anyone out.
2. If you notice any out of date links, mistakes, mis-credited or un-credited material, wrong or missing dates or locations on photos, technical problems, or want to suggest a link, please let me know.
3. If you have any news for the News and Events page, please send it to me. Also if you see any news articles that are posted on the web about Route 66, I can link them under "Media Roundup".
4. Tell your friends, newsgroups, etc., about the site. You can even put our website address in the signature line of your

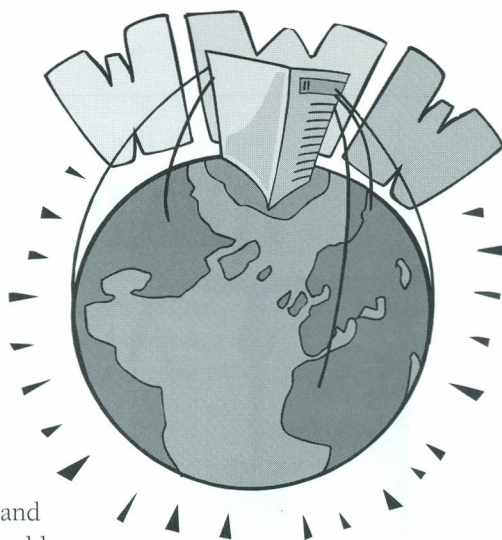
email.

5. If you have a website, please link to us.
6. If you're surfing and see a site that should be linking to us email the webmaster and ask them to.
7. Contribute material! We want to avoid duplication of newsletter content and website content, but if you have any photos or trip reports or anything you think might make a nice addition on the website, please email me and tell me what you've got. If you have questions about how to send things, I can help.
8. I want this website to be for all the members of the association to use and enjoy, so please, if there is anything you would like to see on the site, make suggestions. How can this website better fulfill our goals? Is there anything I could do better? The more opinions I get from the members, the stronger and more valuable our website will be.

Thanks very much in advance for any help you can give, and thanks again to everyone who has helped with the site so far.

Carolyn Hasenfratz can be contacted at www.missouri66.org limegr@ezl.com or P.O. Box 771, Florissant, MO 63032-0771.

Personal Web Portfolio: www.ezl.com/~limegr/portfolio or at her work: www.metropark.com carolyn@metropark.com. ■



Annual Meeting

The annual meeting of the Route 66 Association of Missouri was held Saturday, January 12, 2002, at Zeno's Restaurant in Rolla, MO. There were three retiring board members present; Kent Sanderson, Jane Dippel, and Peggy O'Neil. Each was presented with a certificate of appreciation. The election of 7 board members was then held. Fran Eickhoff, Irv Logan, Mark Stauter and Gary

Adkins were re-elected for a period of two years.

New board members include: Brad Belk of Joplin, Diane Warhaver of Eureka and Bill Wheeler of Lebanon. All were elected to two year terms...A report was then given on the car tour, which again was successful. There also was a report on the 75th Anniversary party held November 11, 2001, at the Route 66 State Park.

The party was a huge success... Due to a mailing to all members who had not renewed since 1996, and a membership drive at the party, our membership is once again over 400...The winner of the 50/50 preservation drawing was Marge Jovanovic. The next meeting will be held in Joplin on April 13, 2002. ■



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**Mon-Sat. 9-7
Sun. 10-6**



HALLOWEEN CRUISE *(continued from page 13)*

gathered by the outdoor fireplace after dinner. A faction elected to walk across the street for burgers and fries while the remainder drove downtown to La Casina for Mexican food. (It's long been accepted that one should feel free to go wherever and whenever he or she chooses on our informal cruises). A few of us stoked up the fireplace after dinner, talked about Route 66 and made casual plans for the return trip on Sunday. At 11:00 p.m. we called it a day.

Like this year's Retirement Cruise, there was an "early bunch" and a "late bunch" on Sunday. The early bunch met in the motel office to discuss '66 events with Ramona and Bob before going down the road to the Bell Restaurant for breakfast. Biscuits and gravy, scrambled eggs, bacon, sausage, potatoes, juice and coffee were savored and then we were on our way again. The late bunch was still sacked-out when we passed by the motel so we headed east for another day of cruisin' the Mother Road. It just doesn't get any better than that!

Our first stop was at Riley's Snack Bar where we peeked inside the original Ozark stone rental cabin, inspected the gas station's foundation and tried to imagine the volume of traffic that must have stopped there in its heyday. After a brief stop at the Gascozark Service Station and Café, we left the current alignment and cruised through Laquey where we stopped at the former gas station and general store. On the road again and attempting to experience things we don't usually do, we pulled in the MODOT rest area in St. Robert. It sits between the two lanes of Route 66 and has some old stone tables and benches that surely must have been frequented by earlier travelers. "Pops" wanted to see Devil's Elbow again because he had camped in that area several years ago so we stood around in front of the post office and reminisced. Dakota rejoined us but sauntered back across the bridge soon after learning we had nothing of interest to offer him.



Lance and Krista's restored retro ten-foot serro scotty camper trailer.

We then made our traditional stop at the Arlington Campground where the owner told us about the forthcoming new alignment of I-44. He said that the westbound 1954 interstate bridge over the Little Piney will be demolished and a replacement will be built immediately south of it, fifty feet from the east-bound bridge. New roadway for both lanes will be constructed to run in a straight line from the bridges to the top of the hill, thus eliminating the current "S" curves. The new lanes will be built behind Vernelle's motel and John's Modern Cabins and, thankfully, they will be spared. He told us that construction is expected to be completed within two or three years.

We had discussed the former Munger Resort with Ramona and, armed with a picture post card and her directions, we set out

to find it. A new discovery on '66 is always exciting and this was no less so. We headed up MO 28 and made a right turn onto Hartford Road about a mile north of '66. The gravel road descended to the Big Piney River for nearly a mile before we spotted the remains of the old resort. The current owner graciously gave us a brief verbal history of the brush-infested place and allowed us to photograph it, including the kidney-shaped concrete swimming pool that cannot actually be seen from the road. Fascinatingly, she told us that she has all of the original deeds to the property and they were signed by Theodore Roosevelt! We learned later in the day that the late bunch had also checked out the resort.

After a stop at Rolla's Totem Pole, Lance and Krista headed for home on US 63 and the remainder of the early bunch cruised to Cuba for a stop at the Rock Fair for drinks and appetizers. The late bunch was already there so we caught up on the day's events while enjoying chili, burgers, nachos, and jalapeno poppers. All of us then caravanned to Pacific's Red Cedar Inn for yet more food and the all-too-soon conclusion of our fun cruise on Route 66. ■



The old Munger Resort.



Route 66 Association of Missouri

The **Route 66 Association of Missouri** is a non-profit corporation established to preserve, promote and develop Old Route 66 in Missouri - "The Main Street of America." To serve this purpose, the Association...

...Acts as an umbrella organization for cooperative promotions, distribution of data and information, and the consolidation of sharing of resources regarding Old Route 66 in Missouri.

...Functions as liaison with state and federal agencies conducting studies for support and recognition of historic Route 66 in Missouri.

...Maintains a library and archive of historical and informational resources about Old Route 66 in Missouri, and pertinent data on the role of the road in the seven other states it crossed in its 2,448-mile journey from Chicago to Los Angeles.

...Develops and distributes the quarterly magazine **Show Me Route 66**, along with various brochures, maps, public information and other resources about Old Route 66 in Missouri.

...Identifies sites of historic and/or cultural significance along the Old Road, and promotes local efforts to preserve these sights.

The Association encourages its members to participate on some of its many committees, including:

- Community and Government Relations
- Membership
- Planning and Programming
- Show Me Route 66 Magazine**

The **Route 66 Association of Missouri** originated from the efforts of dedicated volunteers who in the Fall of 1989 realized Old Route 66 in Missouri deserved recognition and preservation. The Association became a reality in early 1990 when it began officially with more Charter Members than any other state Route 66 association.

The Association works to encourage local communities and businesses along the Old Route 66 alignment to recognize the potential for tourism and economic activity afforded by their proximity to the historic highway.

By revitalizing interest in Old 66, the Association hopes local communities will stimulate enthusiasm for their own architectural and cultural assets. Events such as community festivals, fairs, antique car tours, etc., incorporate themes appropriate to the long-ago heyday of the highway.

The Association and its members are ready to help identify local resources, lend support via information-sharing and promotional ideas, and provide expertise to state and local government agencies.

The Association is currently involved in projects (most in conjunction with government agencies) for promoting Route 66 as a tourism destination in Missouri. Such projects include:

- Dedicating of Route 66 as a "Historical Highway"
- Posting Route 66 signs and directional markers.
- Publishing a Route 66 map and driving guide.
- Performing a survey of historic sites and structures
- Suggesting "Alternative Use" strategies for historic portions of Route 66.
- Nominating certain sections of Route 66 for "Scenic Byways" status.
- Establishing a Route 66 Roadside Park and Information Center.
- Developing a Route 66 Museum.
- Obtaining development and preservation grants.

Membership Notice

Membership in the non-profit Route 66 Association of Missouri entitles you to quarterly issues of **Show Me Route 66** magazine, a map of Historic Route 66 in Missouri, a membership certificate and card, and a 66 window decal. Dues are tax-deductible.

Start My Membership! (Please print.)

Name _____

Address _____

Business Name _____

Address _____

Home Phone _____ Bus. Phone _____

My area of interest is: / I would like to help the Association by:

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|---|------|
| <input type="checkbox"/> Mature Adult (over 66) | \$15 |
| <input type="checkbox"/> Individual | 25 |
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Make check payable to:
Route 66 Association of Missouri
P.O. Box 8117, St. Louis, MO 63156

A Tribute to My Father & the Mother Road

By Kip Welborn

I would say that my love for Route 66 had its beginnings on every other two-lane highway in the State. That love came courtesy of my dad, Joe Welborn. My dad was the combination of everything a father and a friend can be. He was a hard worker, a family man and he was a guy who always had time for me. After a hard day at work, he always took time to play pitch and catch and to listen to me blab about the ups and downs of my day. He had time to sit with me when I made a futile attempt at playing the piano. He taught me to love the game of baseball. He commiserated with me as we watched the Football Cardinals lose game after game. He proudly announced to the Court my admission to the Missouri Bar. Because of him, the "Gashouse Gang" is more than the full service crew at Sander Service (he actually ushered the 1934 series, when the Gashouse Gang beat Detroit in 7 games). Because of him, when I drive past "Sunny Jim" Bottomley Park in Sullivan, I know that it commemorates the man who hit 12 RBI's in a single game for the Cardinals in the early 20's. Because of him, I have learned to love and respect the old highways and the little towns along the way.

We didn't do much traveling on Route 66 (It is a bit of a distance from Bloomfield, Missouri to the Mother Road). Nonetheless, on Saturdays my dad made the roads in Southeast Missouri our playground. We drove up and down Highway 61, from Perryville to the Arkansas state line; we drove up and down Route 67 from Poplar Bluff to Flat River; and one time or another took all the State highways and "farm to market" roads in between. He took me to Wittenburg, Missouri, then one of the most excellent "Ghost Towns" you will find (all but four of the people were gone, but they had a post office and a Bomb Shelter!). He took

me to the site of the Columbus Belmont Battlefield where Union Forces put a chain across the Mississippi River during the Civil War. We also visited "where the big oak tree once grew" near East Prairie, Missouri. We crossed the magnificent bridges at Cairo, Illinois, on more than one occasion (a must for any roadie!) and we saw Ft. Defiance when the river was low and when the roads were covered with water during the '73 flood. We once got stranded during one of our exploits in the middle of a tornado in Grand Tower, Illinois and we once helped an ambulance get to a stroke victim in Greenbriar. Sometimes, just for fun, dad would pull a map out and show me where we were going. During the trip we would invariably stop at Burger Chef or some classic old drive-in for my favorite food - FRENCH FRIES.

After Quinn and I got married, the love of the roads less traveled dad instilled in me continued. Even after he could no longer travel, he would share with Quinn stories of the "old road" and his exploits in life.

We did do limited travel on the Mother Road, going to visit my brother at the Great Lakes Naval Training Station north of Chicago (I am almost positive that we stopped at the old Marathon Station in Dwight, but that was a few years ago). Nonetheless, our travels gave me an appreciation of the old highways and led to my interest in Route 66.

My dad passed away in October of 2000. However, because of Joe Welborn, I have developed a love affair for the Mother Road and for all the roads less traveled. Because of Joe Welborn, every time I pass "Sunny Jim" Bottomley Park in Sullivan, I give dad a nod and a "thank you" for the memories and for one hell-of-a ride! ■

The Best GRUB on Rt. 66

By Gary Adkins

While traveling west out of Rolla, MO on Martin Spring Dr., you'll find a little bit of the southwest sitting right beside a great original strip of old 1930's Route 66 pavement. This somewhat out of place, pink stucco building is only four and one-half years old, but it looks straight out of the 30's. And roadies know that this restaurant offers some of the very best southwestern cooking to be found.

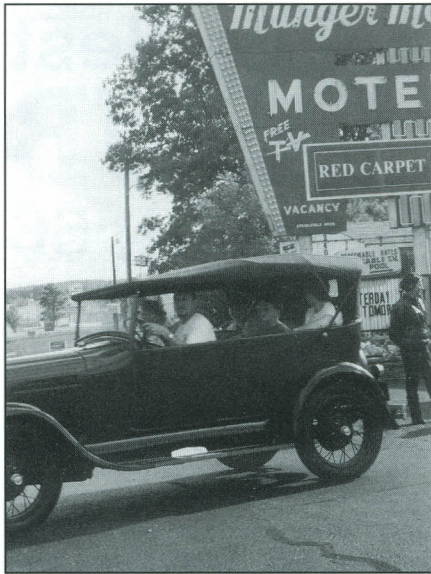
Pinga's Restaurant offers all southwestern favorites from tamales to the very best deep fried bean burrito I've ever had. Occasionally, you'll find a very special daily special consisting of a pork steak smothered in bell peppers, onions and green chillis served with pinto beans and Spanish rice. It's fantastic.

As you enter Pinga's you'll find a small yet cozy dining room with seven tables. There is a service counter where orders are taken and meals received. The service is casual, but the food is great.

Thelma Severt and her companion "that guy who hangs around," as he wishes to be known, own the restaurant. They are originally from Gallup, New Mexico, but moved to the Rolla area in the 1950's.

(A bit of trivia...her parents were extras in the Hollywood movie "The Big Circus" partially filmed near Gallup in the 50's.)

Thelma followed her family to the Rolla area, but returns every September to New Mexico to buy her special southwest ingredients. Oh, yes, if you're wondering about the name "Pinga's" it's Thelma's nickname. She says her father gave it to her and that the PG rated definition means "high spirited." ■



Route 66 Festival in Lebanon Success

By Ramona Lehman

The morning of September 8, 2001, saw scores of classic cars parading through Lebanon, MO down historic Route 66 to the Munger Moss Motel parking lot, where they turned around on their way to the Cowan Civic

Center. The parade kicked off Lebanon's Route 66 Festival. Afterward, the cars were on display at the Cowan Center's Exhibition Hall for a day-long car show.

The Festival's Route 66 Museum was set up in the meeting room of the Center. It was one of the largest collections of pictures and stories of places and people on Route 66 in Laclede County that was ever put together. There was a steady stream of people going through the exhibit the entire day.

Most comments were that it made them feel nostalgic for the days when people drove into Lebanon through the sign that proclaimed, "Our Town – Your Town". The museum brought back memories of life along Route 66 during its heyday. One woman even commented that she had gone through the museum three different times and still wanted to see more.

The evening saw a 50's Sock-hop – entertaining about 500 people. The Lebanon High School Choir sang several songs from "Grease", with participants attired in 50's clothes. An Ice Cream Parlor and Hamburger Shop served food and both vendors ran out of food before the evening was over.

Organizer, Bill Wheeler, was proud of all who helped. He said he felt everyone present had a good time. The whole thing was to publicize that Lebanon was on Route 66 and it was a way of celebrating the 75th Anniversary of Route 66. ■

Still Cruisin' Route 66

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Michael Wallis, author of *The Mother Road*, will be the featured speaker at our gala event Friday evening, Sept. 6th at the Route 66 festival in Lebanon, MO. Make your plans now to attend.

Calendar of Events

March 4, 2002 Gateway Postcard Club meets at the Kirkwood Community Center, 111 South Geyer Road, Kirkwood, MO. The business meeting begins at 7:30 p.m. Program follows. Speaker will be professional photographer, Quinta Scott. She will give a slide presentation of photos from her book "Along Route 66".

March 30, 2002 1st Annual Easter Cruise "Garden Hopping Down 66" Meet 8 a.m. at the Chain of Rocks Bridge. Cruise includes stops at Ted Drews, Loan Elk Park, Route 66 State Park, Blackburn Roadside Park - ending at Shaw Nature Reserve with a picnic lunch. Easter Egg Hunt and a special stop to be announced the day of cruise. RSVP Gary Adkins (314) 832-2536 or email papajoad66@mymail-station.com

April 13, 2002 Quarterly meeting of Route 66 Association of Missouri in Joplin, MO.

May 3-5, 2002 Arizona Annual Route 66 Fun Run begins in Seligman, AZ on Friday, Saturday the drive is to Kingman and Sunday to Topock, AZ, for awards ceremony and farewell reception. Contact Route 66 Association of Arizona for more information.

June 7-9, 2002 Oklahoma Annual Route 66 Cruise and Car Show. For more information contact the OK Route 66 Association.

June 7-9, 2002 Illinois Car Tour. Meet at Chain of Rocks Bridge travel to Wilmington, Illinois. Contact Ollie Schwallenstecker at (618) 585-3081, or email him at mt_ollie@madisontelco.net

September 6 & 7, 2002 2nd Annual Route 66 Festival, Lebanon, MO, Cowan Civic Center. Tentative plans include a dinner/dance with a 50's band and a Route 66 speaker on Friday night. A parade and car show are being planned for Saturday. Back again will be the Route 66 Museum of Laclede County. For information call (417) 532-4642.

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Traditional Springfield motel earns honors

Springfield News Leader recently awarded Route 66 Railhaven Honorable mention in their "Best Of The Ozarks" rating for hotels and motels. This charming traditional motel has served travelers and visitors to Springfield since 1938. This motel, located at 203 S. Glenstone, in Springfield, Missouri is a landmark that has survived the growth and development that has changed the face of both Springfield and old Route 66 over the years. Built in 1938, by the Lippman Brothers, the Rail Haven Motor Court welcomed travel-worn families en route on the name "Rail Haven".

An early photo of the Lippman Brothers

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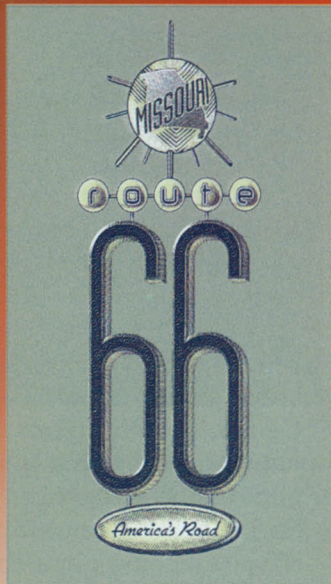
417-866-1963
 Reservations:
1-800-304-0021

Web page: www.route66railhaven.com
Route 66 Rail Haven, 203 S. Glenstone, Springfield, MO 65802

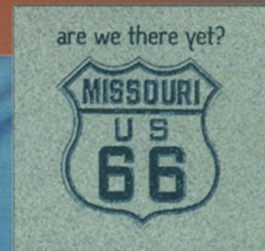


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