

Intrinsic Resources

A Visitor's Experience: Cruisin' Route 66

Traveling Historic Route 66, the visitor's experience is their own. The road holds the memories of the past and opportunities for the future. The following is an excerpt from "Special Resource Study Route 66 Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, California" published in July 1995 by the National Park Service. The visitor's experience is described holistically and the account embodies a vivid illustration from the perspective of the traveler.

Route 66 is many things to many people. Each individual tends to experience the road differently. There is a spirit, a feeling, that resides along this highway. The spirit of Route 66 lives in the people and their stories, the views and structures, and travelers' perceptions of them along the route. To gain an understanding of Route 66 and the spirit of Route 66, there is no substitute for driving the highway.

When Route 66 was decommissioned and its signs were removed, the ability of drivers to easily find Route 66 was lost. To help people locate the road, several states have installed Historic Route 66 signs along portions of the road. These signs do not typically appear on interstate highway exits, do not usually give directions, and are often stolen for souvenirs. Finding Route 66 can be an adventure and a challenge requiring a good sense of direction, several maps and guidebooks, a navigator, and patience to decipher the highway's various alignments. Recently published

guides to the highway and publications by state Route 66 associations are available.

The experience of Route 66 is formed by the travelers and the people, sights, sounds, and tastes they encounter. The surroundings are constantly changing, and there is a sense of mystery about what

66 transports drivers into the countryside, where they slow down and become aware of the road's texture and rhythm. The scenery comes into focus the shape of the land, the plants, the farms, the industry, the communities, the people, the life. The road follows the natural topography of the land, which makes the horizon ap-



Experiencing Missouri Route 66

lies around the bend. Regional differences in rural landscapes and natural features figure prominently in the scenes than in their association with the road. The following is only one of many possible experiences and interpretations of the people, places, and vistas that can be found driving Route 66.

Starting at the interstate off-ramp, Route

pear closer and more intimate. Distance is measured by the number of towns, sights, and people encountered. The driver is both spectator and participant, ready for the road.

Driving through the woodlands of Illinois, Missouri, and Kansas is like driving through a continuous rural community, punctuated periodically by small towns.

"The Missouri Route 66 Byway contains characteristics and features of all six intrinsic qualities. These features make Missouri Route 66 a destination unto itself."



Travelers can almost always see houses and barns. Settlements, towns, and cities blend into one another across wooded and gently rolling hills and valleys. In rural areas there is a feeling of being surrounded by lush green foliage. Creek and river

less stream of telephone poles. There are few surprises here. Grain elevators loom in the distance, and roads are flat and straight. Everything seems to conform to the straight, the square, and the parallel.

Chicago and St. Louis. Surrounded now by development, office parks, and malls, these remnants, like the Del Rhea Chicken Basket and Ted Drewes' Frozen Custard, seem disconnected, yet continue to thrive. Others have gone the way of the Coral Court, now gone despite its being on the National Register of Historic Places.

Heading west through Oklahoma, Texas, and eastern New Mexico there is an obvious transition between Midwest and West, between land that is arable, lush, and green and land that is grazed and sparsely vegetated. Forests are left behind and trees grow only here and there. Oil pumps bow with hypnotic regularity, silently counting underground wealth. Cattle chutes and holding pens are next to the railroad tracks that serve them. Hazy, obstructed views give way to a sky so expansive it seems to level everything beneath it. Even the arc of Route 66 flattens out into a straight line. Towns are often separated by miles of fields and fenced rangeland. Solid brick and stone storefronts face each other across the highway that is their main street. While a depressed economy has inadvertently saved many of the important structures along the road from demolition, some are now boarded up, giving main streets a deserted feeling. Oriented to the highway, they await better times.

crossings are commonplace, and many noteworthy bridges are still in use. Along the road, in various states of repair and operation, are reminders of the route in its heyday the Coral Court, Chicken Basket, Dixie Truckers Home, Cozy Dog Drive Inn, Park In Theater, Abbylee Court, Tri-County Truck Stop, and Funk's Grove, to name a few.

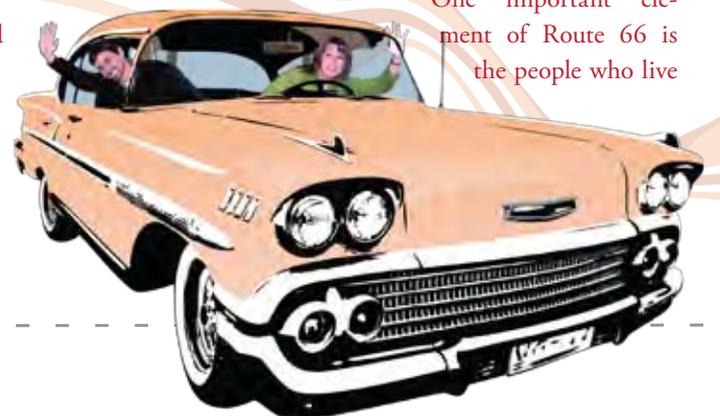
Competition for motorists' attention along Route 66 brought billboards and flashing neon signs that displayed messages in huge, gaudy letters, often outshining the actual attraction. Images of folksy hillbillies, lumberjacks, rustic architecture, and down-home cooking were immortalized. Meramec Caverns, a genuine attraction, advertised throughout the region on rooftops and barns. Over time, the painted advertisements themselves became regional landmarks.

Cultivated fields and pastures, occasionally separated by hedgerows, line many of the rural road sections for as far as the eye can see. The road, field, and sky meet at the horizon, bounded by an end-

Route 66 can be hard to follow through

One important element of Route 66 is the people who live

Franklin County, Jesse James Wax Museum



and work along the highway. These people have faced the challenges of everyday life along the road and have enriched the experiences of travelers who stopped for gas, food, or lodging. They offer Route 66 memorabilia, the latest version of a green chili burger, or a room for the night. In addition, they may tell stories of the last Route 66 association cruise that came through or when the next one is due; they may tell what Route 66 has meant to their town or area; they may talk about Mickey Mantle, Will Rogers, Garth Brooks, or some other well-known person who came from a town along Route 66; they may recommend sights or attractions; they will probably remark on how things used to be and how they are now; and they may joke about getting your kicks on Route 66.

Much of the current formal interpretation of Route 66 heritage focuses on the automobile touring experience of the 1950s and 1960s. Local and regional history organizations have produced exhibits in their museums that display road-related artifacts and depict this era. Various Route 66 organizations sponsor automobile caravan tours or “cruises.” Tour companies have offered organized bus tours of Route 66, and bicycle tours are becoming popular.

The highway can tell many more stories than those of the 1950s and 1960s. Route 66 has an infinite number of insights into the history, people, and places along its course. The stories of this road range

from the science and technology of road building to personal remembrances of individuals who have traveled the highway. Properly preserved, presented, and integrated, Route 66 and its resources could bring these stories to life. The highway continues to evolve and impact the people and places it touches, so some stories have yet to happen.



Route 66 Memorabilia - Courtesy of David J. Eslick

Intrinsic Resources

Intrinsic Resources for Missouri Route 66 are the characteristics which best represent the national significance of the Route 66 roadway. Those characteristics contain one-of-a-kind features that do not exist anywhere else. Therefore, it

way Program defines and ranks a road's resources and amenities by these intrinsic qualities. Intrinsic qualities are broken into six categories: archaeological, cultural, historic, natural, recreational and scenic features. These qualities are considered

“regional” and “national.” For the purpose of this document, a determination of level of significance for each resource is not made. Rather, each resource is described and evaluated on its own merit. This reinforces the goal of protecting resources for their inherent value, regardless of whether they are representative of local, regional or national characteristics because these qualities are representative of each.

Greene County: Steak 'n' Shake - Courtesy of Missouri State Archives



was important to develop a methodology which would be used to evaluate, collect information and discuss the irreplaceable qualities and resources. The discussion below provides information regarding the methodology, assessment, methods and approaches to review, collect and evaluate the intrinsic resources of Missouri Route 66.

Methodology: Linear Resource Base Approach

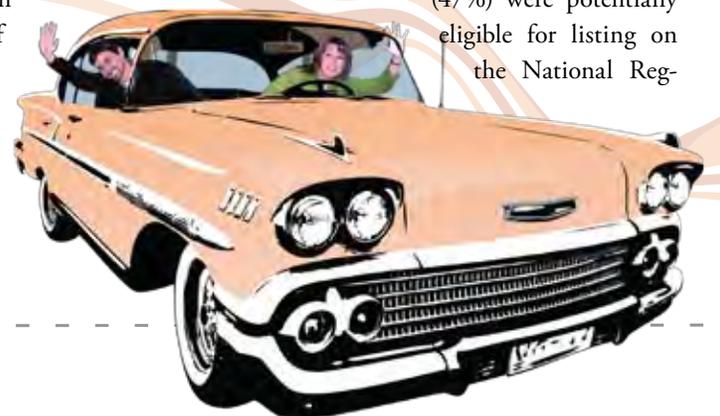
Intrinsic qualities are the essence of a scenic byway. The National Scenic By-

way Program defines and ranks a road's resources and amenities by these intrinsic qualities. Intrinsic qualities are the resources that byway stakeholders seek to maintain, protect, enhance, interpret, and present to byway users for their education and enjoyment. The Missouri Route 66 Byway contains characteristics and features of all six intrinsic qualities. These features make Missouri Route 66 a destination unto itself.

Intrinsic qualities can have three levels of significance: “local”,

The information gathered for, and presented in the CMP shows that Missouri Route 66 demonstrates that a richness and diversity of resources are found along the Route. Despite its primary attraction as a historic feature, the roadway and the number of roadway segments, historic buildings, cultural sites, and other artifacts associated with the Route's past, the Byway also provides visitors with stunning scenery, pristine and ecologically diverse natural areas, and a wide array of opportunities for engaging in outdoor recreation and entertainment.

In 2003, a Route 66 Missouri Survey and National Register Project, Project No. S7215MSFACG, conducted by Becky L. Snider, Ph.D. and Debbie Sheals evaluated the historic resources along Missouri Route 66 in terms of eligibility for listing on the National Register of Historic Places. This report identified 348 resources in the corridor and determined that 163 (47%) were potentially eligible for listing on the National Register.



ister. These sites are located on the Missouri Route 66 Corridor map. Currently, there are 79 sites, buildings, bridges, and/or historic districts that are on the register of historic places.

For the purposes of this CMP, a linear resource base approach was used to conduct the survey of the intrinsic resources along the road. For the assessment of the intrinsic resources, the methodology's approach was to collect specific information for each individual resource and collect GPS coordinates of the location along the corridor and photograph each resource. An intrinsic quality inventory sheet was completed. These forms were used to collect information regarding current use, condition, location in the corridor, intrinsic quality that it provided to the byway, information about the roadway adjacent to the resource, arrival information such as identifying visual detractors, assessing parking availability, signage and wayfinding, land uses, and what the contributing features of the resource were. The period of construction for the resource was identified and ideas on enhancement opportunities were provided. This information was placed into a database and linked, associated with the Global Positioning Survey (GPS) coordinates to assign the resource its location in the corridor.

Another component to collecting the information on the intrinsic resources was to classify where an individual resource occurred spatially in the corridor. To

achieve this, the corridor was divided into three classifications: Primary, Secondary and Complementary.

Primary Corridor

The primary corridor consists of the various components of the resources that exist inside the public right-of-way. These include items such as: the roadway, bridg-



Crawford County: Agricultural Scenery

es, guard rail, signs, ditches, right-of-way markers, alignment of the roadway and design components. The dimension of this portion of the corridor was the most well defined, as it is all contained within the right-of-way. Even though the right-of-way widths vary throughout the route, the primary corridor is recognizable. It should also be recognized that this portion of the corridor was the main point of interaction between the traveler and the road. The traveler is forced to respond

to this connection as the alignment of the road and the visual cues from the roadway signs guide them along their journey.

Secondary Corridor

The secondary corridor contains those resources immediately adjacent to the primary corridor. Typically these consist of the businesses, residences, agricultural uses

and structures, park spaces, and forest areas. Examples of these include: service stations, motels, cafes, drive-ins, billboards, business signs, farms, barns, conservation areas, parks, and forests. Although driving Missouri Route 66 is the ultimate experience, it is in the secondary corridor that the people and places have capitalized on the roadway, creating opportunities for economic gain. Travelers interact with the immediate environment of the road, making it a satisfying experience, while also

providing needed services such as food, gas and lodging. Missouri Route 66 was and is about commerce and many of the resources in the secondary corridor where commercial entities developed were in direct response to the construction of the

but will experience indirectly, visually. Many of these resources occur regardless of whether Missouri Route 66 was there or not. Although, these resources do have an impact. Missouri Route 66 provided a connection between the farm to market

toric', but that represent the continuum of the highway's development. We need to look now at what might become the historic properties of the future. Properties such as historic farmhouses, barns, and other buildings that are not directly tied to the highway are not generally considered U.S. Route 66 resources. Frequently, however, these highways become the core of the only remaining historic region. Field and agricultural structures, such as barns, grain elevators, fences, as well as telegraph poles and railroads were adjacent to Route 66 forming the environmental context for the Highway."

Archeological Resources

Archeological intrinsic qualities are apparent throughout the Missouri Route 66. In fact, the Route 66 corridor that travels across the state began as a game trail, shares some of the alignment of the Lewis and Clark trail in the St. Louis area and shares some of the Trail of Tears and Osage Trail alignment. It is important to note that many prehistoric archeological sites that have been discovered in the corridor are protected by Missouri Department of Natural Resources and their locations are not made available to the public. These prehistoric archaeological sites consist of villages and campsites, cave/rock shelters, mounds and cemeteries, and petroglyphs. Other sites that are considered to be historic archeological sites and

road. Additionally, they offer the visitor an authentic experience of life on the road even today.

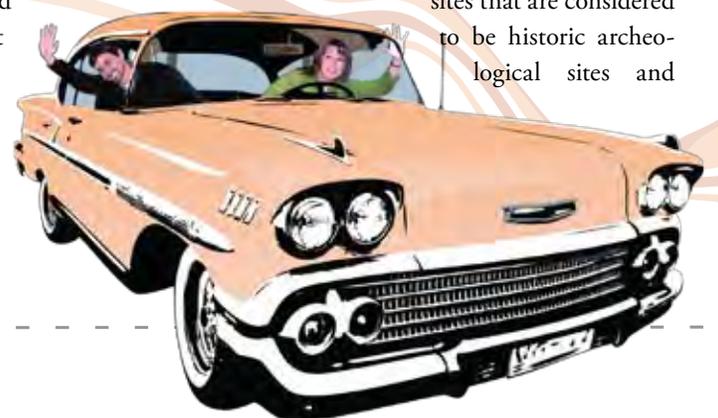
Complimentary Corridor

The complimentary corridor consists of the resources which formed the environmental content of the corridor. These might include: vistas, viewsheds, agricultural structures and fields, railroads, cemeteries, colleges, rivers, and creeks. These are the visual elements of the corridor that the traveler may not directly experience,

road, allowing agricultural products to reach the larger markets. Since these resources are a part of the landscape, their presence is considered by travelers as a key component in the establishment of the context of the road. John Conoboy, a National Park Service planner made a case for complementary resources in a 1993 article in the Cultural Resource Management Bulletin, stating that "Surveys of U.S. Route 66 must ultimately include significant road related properties that are not now considered 'his-



Crowdford County: Phillips 66 Station



are available to the public to view or experience include homesteads, farmsteads, trails, early roads, trading posts, and early industrial sites (e.g., mills and factories).

There are small and large venues interpreting archaeological sites all along the corridor; hikers and campers exploring the Ozark hills and streams in the corridor will encounter rock outcrops, fossils, and centuries-old plants. The state land management agencies have implemented extensive interpretive plans and programs that describe archaeological assets to visitors. These archeological intrinsic resources are a must see for local, national, and international visitors.

The Missouri Department of Transportation gives a good account of Missouri's archeological history in the publication *Archaeology and Transportation Projects in Missouri*. A summary of that information follows:

Missouri's archaeological record reflects over 12,000 years of human adaptations to changing environments, technologies, and social and population conditions. Archaeologists have divided the overall sequence into a number of temporal "periods" based on identifiable large-scale cultural or technological changes.

The Paleo-Indian Period (ca 12,000-8500 B.C.) is generally recognized as representing the earliest human occupation in North America. Paleo-Indians probably

lived as small bands of nomadic hunters whose quarry included now extinct large game such as mastodons, mammoths, and giant bison. Paleo-Indians probably followed animal herds, while also collecting nuts, berries and other foodstuffs. During this time period glacial ice covered large portions of the North American continent.



Crinoid Fossils

The Dalton Period (ca 8500-7500 B.C.) represents the transitional from the Paleo-Indian big game hunting tradition to the broader hunting-gathering tradition of Archaic peoples. During this time period the glaciers retreated, and the hunted megafauna became extinct.

The Early Archaic Period (ca 7500-6000 B.C.) saw a further broadening of the subsistence base as the climate warmed. This

increased utilization of fish, shellfish, waterfowl, small game, and wild plants led to diversification of Early Archaic tools. Bands would move as plants and animals became seasonally available.

Prehistoric archaeological sites in Missouri commonly include villages and campsites, cave/rock shelters, cairns and

mounds, petroglyphs (i.e., rock art), and specialized resource procurement sites. Historic archaeological sites that are commonly encountered in Missouri include post-European contact era Indian villages and hamlets, homesteads, farmsteads, cemeteries, trails, early roads, trading posts, forts, shipwrecks, and early industrial sites (e.g., mills & factories).

The Middle Archaic Period (ca 6000-3000 B.C.) is marked by a major climatic drying period throughout most of the central United States. Larger village sites, occupied yearlong, became more common during this period. The first evidence

found in major river valleys. Increased use of ceramic pots to prepare food characterizes Early Woodland remains.

Middle Woodland Period (ca 150 B.C.-A.D. 400) remains reflect an increased

cated on overlooking hills and ridges. Late Woodland pottery styles become less decorated. Along with the population increases and more settled lifestyle, Indian social organization changes from the loosely organized hunter/gather bands of the Archaic periods to more complex tribal societies. In much of Missouri, Late Woodland culture continued parallel the development of Mississippian culture.

During the Mississippian Period (ca A.D. 1000-1600) a culture developed based on maize agriculture with complex social, political, and economic structures. Cahokia, near the confluences of the Mississippi, Missouri and Illinois Rivers, was one of the greatest aboriginal cultural centers in North America. Small notched, triangular arrow points and fragments of shell tempered pottery vessels in a variety of shapes are common at these sites. Around A.D. 1350 Oneota groups migrated south into Missouri. The historic Missouria Tribe who lived in the Big Bend area in the Missouri River valley has been linked to the Oneota.

Missouri's Historic Period (post A.D. 1673) is also reflected in archaeological sites. From the first European exploration of this territory to the Civil War, Missouri's archaeological sites consist mostly of early trading centers, river settlements, and rural farmsteads. While pre-Civil War historic American Indian sites are not common, tribes liv-



Indian Arrowhead

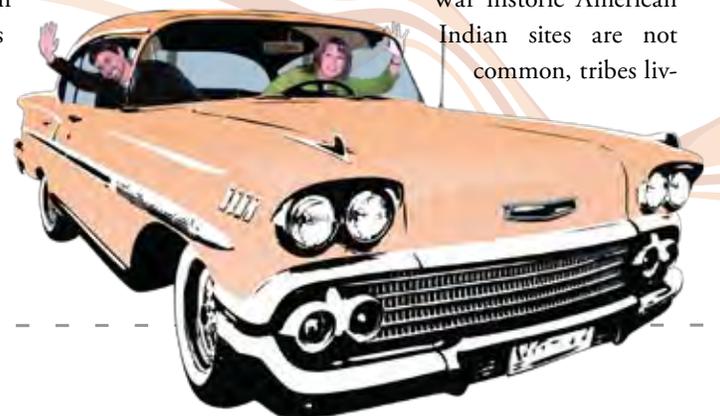
of fabrics, basketry, and cordage along with new tool types, appear.

In the Late Archaic Period (ca 3000-750 B.C.) the earlier drying period ended. The earliest pottery in the Midwest appears. Gourd and squash remains from the period are the earliest evidence of Midwestern horticulture. While not widespread, Late Archaic burial mounds are found in some areas of the state.

The Early Woodland Period (ca 750-150 B.C.) is not well documented. Evidence of campsites from this period has been

use of pottery with varied decorative styles. The number of year-round occupied villages and hamlets, and the cultivation of plants increased further. Burial mounds became more numerous.

The Late Woodland Period (ca A.D. 400-1000/1400) is characterized by the introduction of the bow and arrow and the widespread cultivation of a number of plants, including maize. Typical site types include villages or hamlets along stream valleys with small earthen mounds and stone cairns lo-



ing in or passing through the state include the Osage, Otoe-Missouria, Iowa, Delaware, Shawnee, Kickapoo, Sac-Fox, and Cherokee. After the Civil War, historic sites reflect an increase in rural populations and farming. By the beginning of the 20th century, the shift toward industrialization and urbanization began.

Most often when the term archeology is used it is thought to refer to 'the study of ancient things'; however, the term archeology has developed and grown to embrace a much wider set of meanings through common usage as the discipline itself has expanded and matured. In a 1948 article written by Archeologist Walter Taylor, he was confidently able to assert that: 'Archeology is neither history nor anthropology. As an autonomous discipline, it consists of a method and a set of specialized techniques for the gathering or "production" of cultural information.' This is supported by the Britannica Concise Encyclopedia's definition of Archeology which calls it out as the "Scientific study of material remains of past human life and activities. These include human artifacts from the very earliest stone tools to the man-made objects that are buried or thrown away in the present day."

The Society for Commercial Archaeology (SCA) is a unique national organization concerned with the artifacts, structures, signs and symbols of the American commercial landscape. The goals of the Society are to promote public awareness and

the exchange of information, and to encourage the selective preservation of the commercial landscape. According to the Society, the mass-produced forms of the machine age, and the vernacular concep-

tions of local builders and craftsmen, are elements that comprise a significant part of our national heritage. Features of the American commercial environment include transportation facilities such as



The Osage Tribe - Courtesy of Missouri State Archives

highways, airports, and bus stations; roadside development such as gas stations, diners and motels; components of the traditional business district like movie theaters, drug stores, and department stores; and recreational facilities such as resorts,

While some of these curiosities have fallen victim to highways and new development, one can still see much of the Route's character while driving the Route. It is therefore important to recognize these resources before they too are lost. We are

historically significant route along which people and/or goods have traveled. Such a corridor includes several elements buildings, landscapes, and bridges with different levels of integrity and representing various periods of time. The whole, or at least the interrelationship of the parts, is as important as the individual components. In terms of integrity and preservation, the corridor cannot be treated as a structure.

Corridors are not only single physical entities needing protection, but experiences represented through physical elements encountered in space and time. Transportation corridors link together elements sharing a common theme and provide a linear experience of temporal and spatial motion. The challenge facing Missouri Route 66 is to preserve what is essential about the road while allowing it to exist in an environment of continual change.

Among the physical resources there are public works, such as the roadway and bridges; commercial architecture, such as motels, gas stations, diners, other roadside businesses; and distinctive structures or landmarks. They are important because they combine with natural features to create landscapes that define the road and endow it with its distinctive character.

fairgrounds and amusement parks. Missouri Route 66 embodies this type of commercial development, and contains many archeological human artifacts from a past life in this transportation corridor. The SCA is concerned that these resources, while rapidly disappearing, are often considered too recent to be analyzed, recorded, or preserved.

While these resources might not meet all of the requirements for consideration, they do contribute to the experience of Missouri Route 66.

fortunate that in Missouri, you can experience a large portion of Route 66 in a serene and rural atmosphere, allowing your senses to be filled with a past rarely experienced. Parts of Missouri Route 66 lead you to quaint and historic sites, enabling a glimpse into the more recent past.

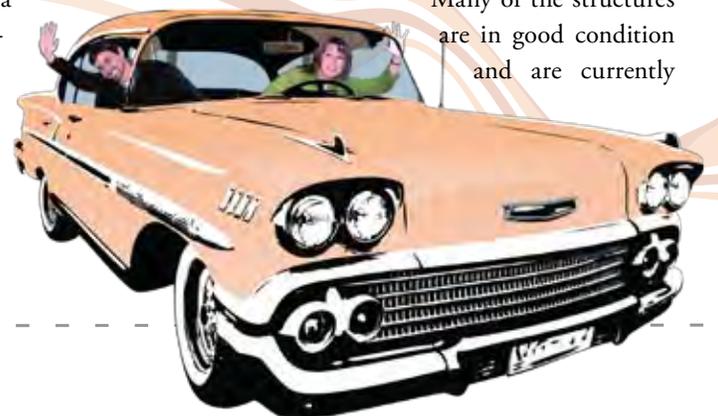
Cultural Resources

Missouri Route 66 is a prime example of a linear cultural landscape comprised of a

Many of the structures are in good condition and are currently



Lawrence County: Barn Remnants



used, mostly as commercial enterprises. Some are unoccupied. Many of the surviving buildings would need substantial repairs before they could be used again. Others are virtually disintegrating.

The characteristics of commercial architecture along Route 66 are varied and represent a number of design styles and construction techniques. One of the most attractive construction methods is sometimes called Ozark giraffe.

Ozark Giraffe was a colorful building style commonly encountered along Missouri Route 66. These slab-rock dwellings are a 20th-century variation on the older cobblestone house tradition. The technique may have been based on the cement-and-gravel wall construction method introduced in the late 19th century. Ozark giraffe houses became especially popular in rural areas in the 1930s when agricultural extension bulletins depicted and encouraged the use of the technique. Slab-rock building was a true folk craft passed on with local and personal adaptations. The flat, smooth slices of rock embedded in cement were an economical use of indigenous material, which was mostly limestone that split easily. Often the use of stone and concrete went beyond veneer and was structural as well. In some rockfaced houses, the walls are formed of a pasty cement mixture combined with pebbles, then poured into wooden forms, with flat, smooth slices of rock embedded in cement on the exterior. In other

examples, standard frame construction is covered with rock slabs. In Missouri this was sometimes used as a way of stabilizing and rebuilding existing frame houses that were deteriorating. One example of this building style is the Wagon Wheel Motel in Cuba, Missouri. Springfield, Missouri also has a number of these structures that were inventoried in a study conducted by Debbie Sheals in February 2005 titled "Ozark Rock Masonry in Springfield."

of Spencer and Paris Springs Junction. Dating to 1855, Paris Springs Junction attracted visitors interested in the healing powers of its local waters. This crossroads includes three intact resources. These include the two garages and the Gay Parita Store. The yards and interlinking spaces tie the cluster together. The plantings from successive owners represent a typical cultural landscape of the period. The old town of Spencer consists of a small row of



Phelps County: 4M Vineyards

The majority of the commercial architecture along Route 66 does not reflect a formal architectural style, except the whim, convenience, and limited resources of their owners and designers.

Examples of the cultural resources can be found in close proximity to each other in Lawrence County. These are the old town

three commercial buildings. These structures are built with a Craftsman style. A nearby truss bridge over Johnson Creek and the pavement in front of the property complete the now ghost town. The original concrete pavement appears almost unchanged and is a big tourist draw to Spencer. These resources in their current condition and locations create a space in

time that reflects the culture of the period of Missouri Route 66 in the 1930's.

It is not only the built environment, but also the landscape. It is these landscapes which have been altered by the people

warm weather.

Historical Resources

The history of Missouri Route 66 goes way back. The foundation for the

the roadway travels through these places and the people who have experienced it.

The Route began as a trail used by several tribes of American Indians for hunting and trading. The trail connected the Osage Tribes to the European settlers and hunting grounds of southern Missouri. It became known as the "Osage Trail". The stagecoach line, which served the area, followed some portions of the route. On the square in Waynesville, the Old Stagecoach Stop also known as the Black Hotel was built by the early settlers around 1853. This building was used as a hospital during the civil war by Union Troops and as a stop for travelers from the stagecoach.

Missouri Route 66 follows a similar route used by soldiers during the Civil War. One of the first conflicts in Missouri occurred at the Battle of Carthage on July 5th, 1861 where it was observed, "The battle itself was a mobile engagement that was spread out over a distance of 10 miles. Col. Franz Sigel and his Union Troop of 1,100 well-drilled, fully armed men were sent to southeast Missouri to stop Gov. Claiborne Jackson's army of 4,000 armed and 2,000 unarmed soldiers from banding up with Confederate troops in nearby Arkansas. On July 5, the troops met about nine miles north of Carthage and the skirmishes began. The most severe fighting took place at crossings of Dry Fork Creek, Buck Branch and Spring River. After the smoke cleared

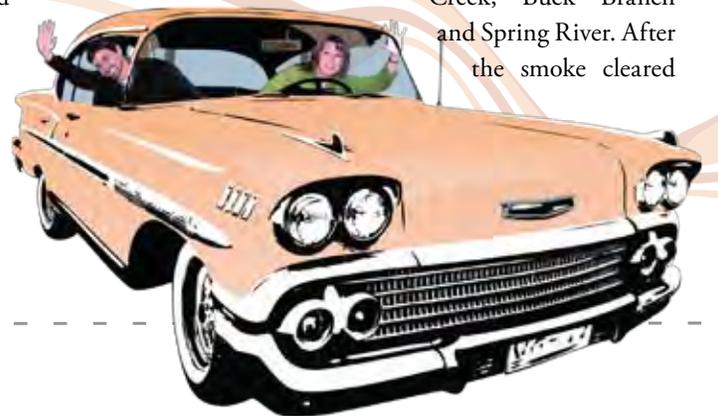


Webster County: Niangua River Bridge

along the Missouri Route 66 which have had their hand in shaping and preserving these landscapes.

Big trees are a valuable cultural resource since older trees were a part of the historic landscape. Big trees are defined as trees that are large for their species and generally grow to be large, old trees. The location and growth pattern of big trees provides information about historic land use and settlement. For example, big trees with a spreading crown were grown in an open space environment, often near a home site to provide a shady spot to sit in

road was conceived long before the idea of a roadway which would connect Chicago to Los Angeles and points between. The history of the roadway began with the first inhabitants of Missouri. Early inhabitants began developing the paths and trails that would later become the stagecoach routes, Old Wire Road and ultimately U.S. Route 66. The Historic Resources of Missouri's Route 66 vary from historic events, historic people, to historic places. All of these collectively reflect the impact that Route 66 has had on the cities, counties, state and nation as



and the sun set, the Confederate Missouri State Guard was victorious, however, the Union troops skillfully escaped a superior force with minimal losses.”

Charles Butler Hickok, otherwise known as Wild Bill, served at the Union headquarters in Springfield, Missouri as a scout and spy. After the war, he remained in Springfield. He struck up a friendship with Dave Tutt, a former Confederate soldier and a professional gambler, but after a time the two quarreled. On July 21, 1865, they met on the Square and Wild Bill shot Tutt through the heart at a distance of 75 yards. He was tried and acquitted. The spot that each man stood is marked on the square near where Missouri Route 66 passes through.

Another significant point in the history of the Route occurred on April 30th, 1926. Officials from Missouri and Oklahoma met to discuss the numbering for the new highway. They wanted the number “60” but eastern states demanded that number. At that meeting, it was pointed out that “66” had not been claimed. Those at the meeting agreed that “66” was catchy and that they preferred the number “66”. A telegram was sent from Springfield, Missouri to Washington D.C. stating that they preferred “66”. Thus, Springfield, Missouri, the town from which the first recorded reference to the road number “66” was sent, is recognized as the official birthplace of Route 66.

As time passed, and Missouri Route 66 began matching the national trends in the travel service industry; the role of the Route began to assume what would become its true legacy: to provide the tangible links to the early days of cross-country travel from Chicago to Los Angeles across the Nation. The businesses, unlike the other types of resources related to Route 66 in Missouri, were created exclusively for the use of travelers, and had few local customers. They were, however, almost all locally owned and operated. Roadside lodging in the first half of the twentieth century was predominantly a “mom-and-pop” industry.

By the time work began on Route 66, campgrounds for motorists, often called tourist camps, had become common features along many of the nation’s roadways. Those camps were at first publicly

owned and operated, and in most cases free, but as the need to charge for the services became apparent, the private sector took over the business. Tourist camp operators saw an opportunity in the making, and quickly expanded their offerings to include cabins as well as campsites.

The concept of individual dwelling units or cottages came complete with tiny kitchens and many of the comforts of home was enthusiastically greeted by the traveling public. In Missouri, almost all of the lodging facilities found on the old route today are cottage courts. As the industry matured, owners began remodeling units into larger buildings by combining them for the sake of efficiency. The “Moms and Pops” retired, and many of the modest vernacular buildings which defined the early motor courts had fallen out of use or have been replaced.



Greene County: Hickok/Tutt Gun Fight Marker

Route 66 in Missouri has its share of “ghost motor courts” as well as many former courts and motels which have found new life serving different functions. Several of those now enjoy trade from trav-

“The restaurant, like the gas station and the motel, is a form of commodified place”. Many of the restaurants which served travelers on Route 66 in Missouri pre-date the standardization recognized

and gas stations, offered those with more time a comfortable, affordable place to eat. And finally, destination restaurants, which appealed to cross-state or cross-county travelers, provided a distinctive dining experience. All reflect the diversity of roadside dining options presented to the Route 66 tourist during the period of significance.



Jasper County: 66 Drive-In

Many of the grocery stores which catered to highway travelers in the days of Route 66 were closer to the modern day convenience store than supermarkets. It was common for the traveler to buy bread, lunchmeat and a bottle of milk and make their own sandwiches for each of the family members.

Other roadside enterprises capitalized on the automobile traveler’s desire for entertainment. Those in search of diversions in Missouri could shop at a souvenir stand, go to a drive-in movie, visit a private tourist attraction such as a cave or petting zoo, or visit a scenic overlook or a state park. The drive-in theater, which developed specifically to take advantage of America’s new love affair with the automobile, was a fitting diversion for the times. The Route 66 Drive-In, in Carthage is still in operation.

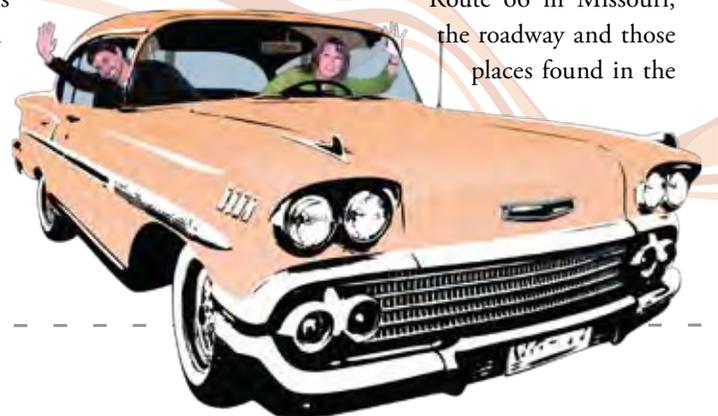
elers who wish to recreate the original Route 66 experience. The Wagon Wheel Motel in Cuba is one such motel. It continues to operate in its original function, and has had overnight guests from all over the world, many of whom come thousands of miles to enjoy the historic ambiance of Route 66.

today, and, like many of the early motels found there, reflect the days when private ownership and individualism was the norm for roadside businesses.

Fast food or fine dining, many of the restaurants along Missouri Route 66 still stand as important links to the early days of car travel. Quick service restaurants allowed travelers on a tight schedule to grab a bite and go on their way. Highway cafes, which could be found operating as independent businesses, as well as in association with motor courts

As with most of the resources found along Route 66 in Missouri, the roadway and those places found in the

Along with the Route 66 roadway, commercial garages and gas stations share a strong connection to the automobile; neither would have existed if the automobile had not become such a dominant force in American life.



adjacent corridor are representative of the commerce and entertainment property types reflected by the interdependence of the road and the businesses that catered to those who used it.

Natural Resources

The natural topography, geology, wildlife, and vegetation enhance the Missouri Route 66 traveling experience. The vistas of undisturbed woodlands, Ozark hills, and grasslands are broken by small town main streets and occasional cityscapes. Evidence of human development has increased with population and urbanization, but natural resources remains an important ingredient of Missouri Route 66.

In terms of a natural diversion, it was reported in 1932 that the state highway department had recently “opened up beautiful vistas along the highways by the clearing out of under-brush and other obstructions.”

The climate for the corridor is generally hot in summer with an average temperature of approximately 87 degrees Fahrenheit. Rainfall is fairly heavy and well distributed throughout the year with an average annual precipitation of approximately 40 inches. Winters are moderately cool with a common temperature of about 35 degrees Fahrenheit. Snow falls nearly every winter but usually melts within a few days.

Several large plateaus dominate the area with caverns and springs common in the limestone plateaus of the Missouri Route 66 corridor. Assorted silt loams comprise the vast majority of soil types within the region. Cherty silt loam on slopes from 0 to 35 degrees is the most typical. The soils in the ten counties that contain the Route 66 corridor are identified as having from 10% to 50% prime farmland soils.



Pulaski County: Big Piney River Bluff

The flora of the Route is complimented by the fauna which offers the same diversity. Animals and birds common throughout the corridor include cottontail rabbits, western fox, squirrel, opossum, raccoon, whitetail deer, turkey and red fox. Game birds such as bobwhite quail and mourning doves and a large variety of songbirds populate the Route. This is due in part to

the generally mild climate of the state. The bluebird, cardinal, mockingbird, woodpecker, blue jay, whippoorwill, Baltimore oriole, and goldfinch are seen in many areas of the rural corridor. Predatory birds such as the hawk, owl, and in some cases the northern bald eagle are also frequently seen.

Missouri is rich in natural resources, and it has been these resources which have

sustained the area for generations. These resources continue to be a vital part of Missouri Route 66 corridor.

Recreational Resources

Recreational intrinsic resources involve outdoor recreational activities

directly associated with and dependent upon the natural and cultural resources of the corridor's landscape. Recreational activities provide opportunities for active and passive recreational experiences

The climate of Missouri makes many outdoor recreation activities possible year-round. Summers lend themselves to swimming, hiking, camping, biking, and fishing, while Missouri's winters are

Missouri Route 66 runs adjacent to many ponds, streams, forests, recreation areas, and municipal parks. Some of those areas are privately owned, and some are maintained by local, state, or federal agencies and a few may even be co-managed. With the exception of private property, each entity has its own resource plan describing the policies, procedures and regulations for maintaining resources on their jurisdiction. Goals between numerous land management agencies seem to have a common framework for preserving natural areas and hydrological systems through the application of general land management policies.

Scenic Resources

The Missouri Route 66 corridor is as varied as its people. It is comprised of rugged, worn topography, rolling

timber, manicured hayfields, waterways and bottom land, municipal asphalt roadway, family houses, cemeteries, high rises and shopping centers.

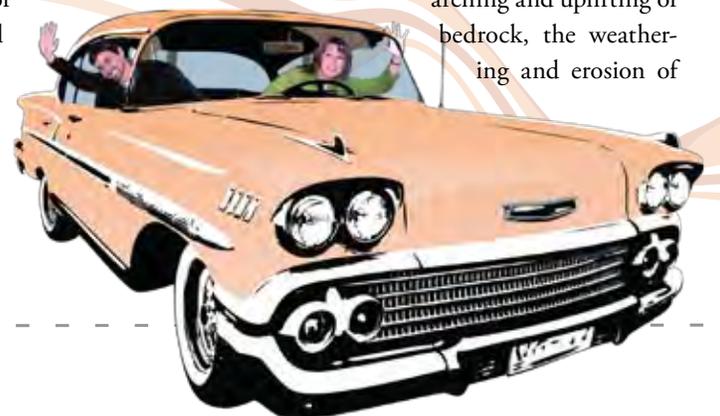
The scenic resources of Missouri Route 66 are comprised of the form of the landscape that the Route follows. The foundation of these landscapes is the result of uneven arching and uplifting of bedrock, the weathering and erosion of



Recreational Opportunities

in the corridor. Recreational qualities exist where the roadway corridor is used for recreation or provides direct access to recreational sites. Recreational intrinsic resources include, but are not limited to, swimming, canoeing, kayaking, boating, fishing, hiking, cycling, bird watching, and photography. Driving the road itself may qualify as a pleasurable recreational experience. Some of the recreational activities are seasonal, such as hunting and swimming. These recreational opportunities help make the corridor a special place.

mild enough to allow fishing and hunting. Travelers on Missouri Route 66 enjoy hiking and bicycling the many rural and urban trails. The geography of the area is very diverse boasting hills as well as prairies. Lush forests, rivers, and natural springs dot the landscape. Natural caves and rock formations are available for tourists to view. Overall, Missouri is an excellent place for outdoor recreational adventures.



as the natural springs attracted the traveler's for sustenance, they also provided easy passage across the state. The Ozark dome forms the major drainage divide in Missouri midway between the Missouri River and the southern boundary of the

ern commerce, the Mississippi has always been a major navigation route through the center of North America.

The flora along the corridor of Missouri Route 66 is very diverse.

ing goldenrod, milkweed, spiderwort, and sweet William. The impressive white bloodroot, columbine, verbena, trumpet vine and bittersweet twine up in the trees.

In addition to the native flora in the Corridor, the Shaw Nature Reserve provides a unique opportunity to explore many plant species and houses one of the world's largest collections of rare and endangered orchids. Shaw Nature Reserve is an extension of the Missouri Botanical Garden. It includes 2,500 acres of natural Ozark landscape and managed plant collections providing environmental education, ecological research and public enjoyment of the natural world.

The Shaw Nature Reserve Ecological Reserve contains hiking trails through a full

array of Ozark Border landscapes, including floodplain forest, oak-hickory woods, glades, bluffs, tall grass prairie, savanna and marsh wetlands. The latter three are landscapes which once covered much of Missouri and are being restored or recreated from former farmland in the nature reserve.



Trails and Hiking

state. The two major rivers flowing north to the Missouri River are the Osage and the Gasconade. This dome or ridge that creates these watershed boundaries also provided easier travel by reducing the required number of large river crossings. There is one large river flowing toward the Mississippi River, which is the Meramec River. The Mississippi River, located on the east end of Missouri Route 66 between Missouri and Illinois, is the largest river system in North America and of course the most prominent and well recognized. Throughout its history, whether for Native Americans, explorers, or mod-

Sycamore, red cedar, American elm, many kinds of red and black oaks and hickory, ash, walnut, and certain kinds of maples represent the most prominent species. Flowering and fruit-bearing trees include honey locust, dogwood, redbud, sumac and persimmon. Blackberries, raspberries, gooseberries and elderberries grow wild. The corridor contains many wild flowers includ-



An additional component to the Scenic Resources are the vistas and view sheds that are provided along the corridor. These areas provide a diverse perspective of the Missouri Route 66 experience, each providing a unique opportunity to appreciate the development which has occurred in the urban sections, and remained untouched and preserved in the rural areas. Examples of these are the urban section as you enter Carthage with the Historic Jasper County Courthouse comes into the center of your view as you overtop the railroad bridge. The rural section is experienced as you travel through Webster County and observe the numerous farm pastures which have been freshly mowed and hay baled ready to be picked up and stored in the barn.

Protection and Preservation of Intrinsic Resources

“The vast stretch of landscape that comprises Route 66 tells a story of America that is still unfolding. Preserving Route 66 is not simply about nostalgia, it is about valuing heritage as an important tool for education, community building, and sustainable development. Through collective action and shared stewardship, the highway from the past still holds a bright future.” World Monuments Fund

A long Missouri Route 66, a large portion of the land and property is privately owned. This can create a challenging situation when attempting to

preserve, maintain or rehabilitate these many properties as the ultimate decision to manage private property lies with the property’s owner. It is important to understand is that designation as a National Scenic Byway does not supersede nor restrict the ability of private land owners to lawfully manage their property as was intended when purchased. Recognition as a National Scenic Byway will encourage



Pulaski County: Devil's Elbow Bridge

public agencies to continue supporting a variety of land uses, including the historic properties. The purpose of the corridor management plan is to support the protection and enhancement of intrinsic resources as they now exist and provide for the cultural and economic benefit of the region.

Any attempt to preserve Missouri Route 66 will be complex because of the length

of the road and its many diverse landscapes. The major character-defining features of the landscapes are the road itself, bridges, local architecture, size and nature of the communities along the Route, adjacent land use, regional vegetation, topography, and soils. Missouri Route 66 changes dramatically as it crosses from rural to urban areas and back again, traversing a variety of geological formations.

Those with preservation in mind, face many challenges preserving a “living” highway as a historical route while allowing for normal change. As a local or regional road Missouri Route 66 is constantly evolving, and it would be unrealistic to try to impede its evolution. But, if changes are allowed without restriction, the charm and appeal of the road will soon be lost. Change could be guided by formulating and enforcing local, state, or re-

gional criteria for preservation and development along the Route. Transportation related safety needs cannot be ignored, but it is essential that the fragile and sensitive nature of the physical resource and its

the loss of the character that made them attractive.

Some of the physical roadway infrastructure such as roads and bridges can be pre-

to get advice and assistance on how to encourage and promote bridge preservation. The Historic Bridge Foundation website is <http://historicbridgefoundation.com/>. The websites <http://www.nationalbridges.com/> and <http://www.bridgehunter.com/> have entire inventories of bridges that are located in the state, even showing bridges that are not open to traffic or are structurally deficient.

The accommodation of new developments along Missouri Route 66 is a key concern of the numerous communities through which this historic road travels. Many of the communities along Missouri Route 66 welcome new developments with open arms, while others do not. New development can offer the corridor economic development opportunities that may even spur rehabilitation and tourism growth and regain the glory and ridership that once occurred on Missouri Route 66. Incompatible development could further destroy valuable resources and icons along the route. Local communities can offer incentives to development by private industry that seeks to rehabilitate old motels along the corridor. Many of these gems of Missouri Route 66 are in need of significant repair. Many travelers seek the authentic "Route 66" experience, and part of that is staying at a neon sign-lit authentic Route 66 motel or motor inn. The existing properties that are able to be rehabilitated should be targeted by the community or local government,

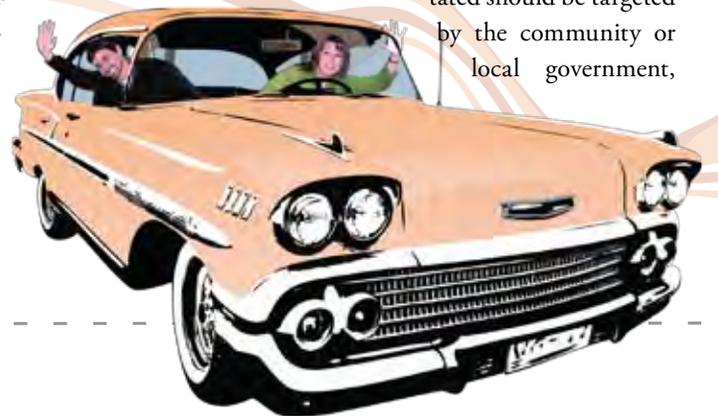


Jasper County: Train Depot

setting are considered. Road preservation techniques compatible with the character and integrity of the old roads should be adopted.

Decisions must also be made about other aspects of preservation, rehabilitation, and restoration. For example, one of the most appealing activities is driving the different Missouri Route 66 alignments. When segments are heavily used, they require maintenance that often results in

served and/or rehabilitated. Bridges can be designated as historic and be rebuilt, rehabilitated, or preserved much in the same way that buildings can. As is the case of some of the bridges along Missouri Route 66, once they fall into disrepair, they are very expensive to maintain. One group that is dedicated to helping preserve bridges is the Historic Bridge Foundation. Communities, agencies, or interested parties can contact them



and programs and incentives should be put in place to promote the construction of new lodging that meets the standards and criteria of the motel and motor inns of the authentic Route 66 era. Language could be added to the local comprehensive plans and city ordinances that support development in character with the authentic Route 66 design, character, and signage. Sample design standards, such as colors, architecture, parking, and signage can be drafted to assist the development and rehabilitation community in their efforts.

For natural, scenic and recreational resources, a land management plan can assist in the protection and preservation. A land management plan that contains general policies and procedures for recreation areas and parks would be ideal for many areas along Missouri Route 66, even if they are not state or national parks. Some of the municipal parks have provisions through the city municipal code, but those do not always outline protection procedures. Development of a land management plan, which is a strategy of this CMP will include objectives which seek to preserve the natural and cultural resources of significance; identify the methods that will be used to manage them; and outline responsibilities.

Historic Sites and Properties

Some resources essential to understanding the evolution of Missouri Route 66 should

be nominated for listing on the National Register of Historic Places. Structures that do not meet the current standards of national or regional significance but contribute to the overall integrity of a resource or area might be nominated as part of historic districts or cultural landscapes. The criteria for inclusion should be broad enough to encompass the wide variety of structures along the route, such as flashing neon signs, roadside stands, motels, gas stations and others. Modern establishments built to replicate this character are also important to a living highway. Buildings in various states of disrepair (some boarded up and others in ruin) still help to define the landscape. The National Register of Historic Places offers some degree of protection for historic sites and districts located along Missouri Route 66. The National Register of Historic Places listing seeks to recognize our country's history and heritage through preservation of the "districts, sites, buildings, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association". The National Register criteria are designed to guide state and local governments, Federal agencies, and others in evaluating potential entries in the National Register.

These provide official recognition of the property and encouraging consideration of its historic value in future development planning and also imposing some protection from activities involving funding, licensing, or assistance by Federal agencies.

Listing can also make property eligible for Federal income tax credit or make the property exempt from specific Federal Emergency Management Act (FEMA) requirements and eligible for some Americans with Disabilities Act (ADA) and building safety code adjustments.

In 2008, a Multiple Property Documentation Form for National Register of Historic Places was completed and submitted to the Missouri Department of Natural Resources – State Historic Preservation Office. This form will be beneficial to anyone wishing to pursue having their property recognized on the National Register. This document provides information about the Historical Significance of Missouri Route 66, acting as the backbone for future applicants.

In addition to the National Register of Historic Places, Missouri State Historic Preservation Office (SHPO) and the National Park Service have created Tomorrow's Legacy: Missouri's Statewide Preservation Plan. This plan was developed to guide preservation activities in Missouri and its mission focuses on the same ideas and efforts as Missouri Route 66 does. The mission of the plan is to use preservation as a tool for insuring the vitality of Missouri's cities and towns. This preservation can only be achieved through public support and sustainable funding.

“Transportation corridors link together elements sharing a common theme and provide a linear experience of temporal and spatial motion.”

