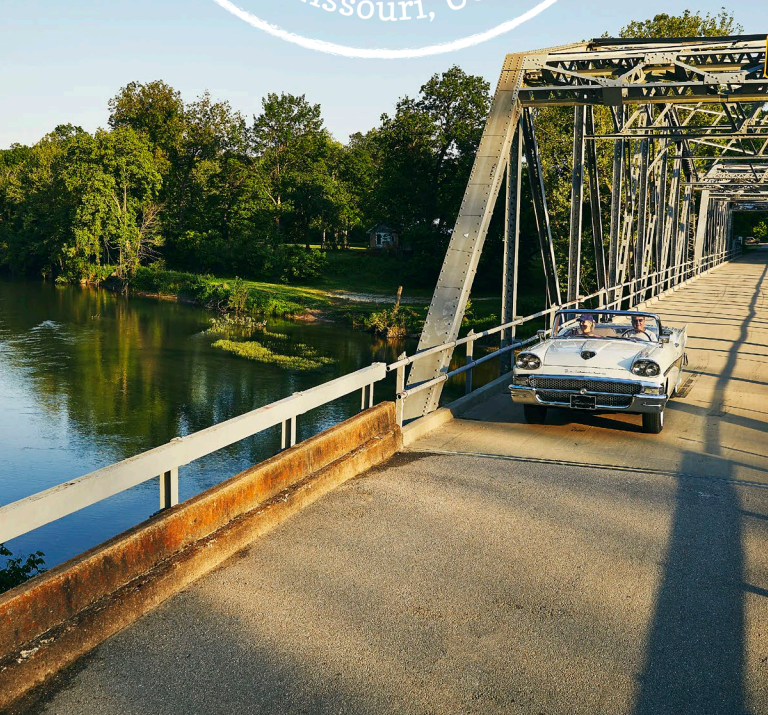


• Pulaski County •

HISTORIC DRIVING TOURS

• Missouri, USA •



ROUTE 66

FRISCO RAILROAD

FORT LEONARD WOOD

Pulaski  county missouri USA

WELCOME!

We hope you enjoy the natural and historical sites around Pulaski County, Missouri. This handy guide will help you traverse the sights and sounds of our cozy stretch of Route 66 and much more! As you follow along our tours, enjoy the hospitality of our shops and restaurants. Choose a driver and a navigator to read as you go. Enhance your tour by downloading the interactive online maps, apps, and audio tours at PulaskiCountyUSA.com/Digital-Downloads.

PAGE 3-21 — TOUR 1: HISTORIC ROUTE 66

Distance — 33 miles

Approximate Drive Time — 1 hour, 30 minutes

Mileage follows Route 66 east to west

PAGE 22-29 — TOUR 2: FRISCO RAILROAD

Distance — 37 miles

Approximate Drive Time — 1 hour, 30 minutes

Extended Route — 45 miles

Approximate Drive Time — 1 hour, 45 minutes

PAGE 30-37 — TOUR 3: FORT LEONARD WOOD

Mini Route — 9 miles

Approximate Drive Time — 30 minutes

Extended Route — 20 miles

Approximate Drive Time — 1 hour, 15 minutes

PAGE 38-43 — AUTO TOUR MAP & HISTORY



HISTORIC ROUTE 66

TOUR 1

From its time as a path for Native American tribes to its heyday as a transcontinental highway, the Pulaski County portion of Route 66 has a colorful and storied past. No wonder Missouri was the first state to award the highway with historic status, cementing Pulaski County as “the Birthplace of the Byway.” Today, travelers from the United States and around the globe trek to experience the Mother Road and the nostalgia it evokes.

The Route 66 and Frisco Railroad tours were originally created by Terry Primas in 2001 for the Tourism Bureau and expanded over time. Terry has authored three books that are available for sale at the Pulaski County Visitors Center and local boutiques in the area.

Enhance your drive by downloading the Pulaski County Tourism Bureau interactive map — more history & historic images at PulaskiCountyUSA.com



STILL STANDING

HISTORIC

0.0 MI. – At Interstate 44 Exit 169, proceed to the County Highway J and County Highway Z intersection. Turn right onto County Highway Z. Just before the 35 mph speed limit sign, reset your trip odometer to 0.0. This is a stretch of the Mother Road that was paved in 1943 when Route 66 became a four-lane highway in Pulaski County. Jack D. Rittenhouse called this section “an engineering triumph and truly a joy to the traveler” in his 1946 book “A Guide Book to Highway 66.”

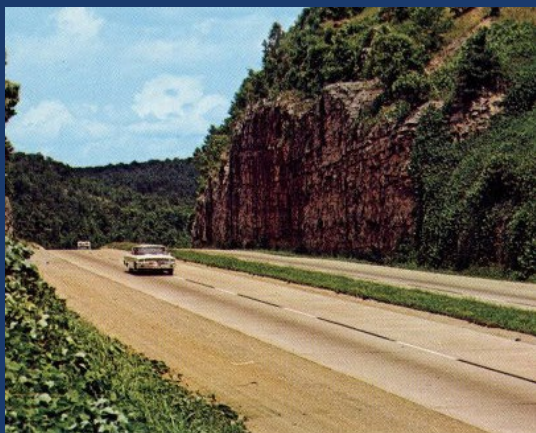
#RoadieTip — Highway J, the road you just turned off, leads towards Duke, a small hamlet known for scenic river excursions along the Big Piney River and the home to Wilderness Ridge Resort and Peck’s Last Resort. In the 1930s, both resorts began hosting families from the St. Louis area for their summer vacations.

1.6 MI. – The remodeled private residence across the divided highway (look left) is the original **STERLING HILLBILLY STORE**, famous for their 19-cent burgers. The water pump, now painted red, can be seen in vintage postcards of the store.



Sterling Hillbilly Store

#DetourWorthy — To the right, the dirt road leads to the **HOOKEER CHURCH & GRAVEYARD**, which dates to the early 1900s. Hooker had a high school located across Highway 14 (the gravel road) in front of the church. The St. Louis Post-Dispatch declared it the smallest high school in Missouri in 1929.



HOOKER CUT & DEVILS ELBOW

The hamlets of Devils Elbow and Hooker Cut became well known with the rise of the sporting clubs in the 1890s. The Ozarks — in particular, the riverine areas along the Big Piney and Gasconade rivers in Pulaski County (and Phelps to the east) — attracted these “true sportsmen.” Wealthy businessmen, particularly from St. Louis, formed the clubs for backwoods excursions and as a bragging forum. They came filled with expectations of bountiful hunting and fishing and returned with railroad cars filled with tons of game on ice.

Devils Elbow was named by the tie rafters who floated railroad ties cut in the forests upstream by tie hackers. The tie rafts were sometimes more than a mile long and could not make this bend. Hooker was named after John L. Hooker, a local woodsman and guide. Hooker’s camp was well known to the sportsmen in St. Louis at the turn of the century. It became a popular gathering place for dances, revivals, and honeymoons, as well as a rendezvous for hunting and fishing expeditions.

Visit PulaskiCountyUSA.com for information on area lodging, dining, and shopping.



Sunset Rest Cabin, Devils Elbow

2.4 MI. – You are passing through **HOOKEER CUT**, an engineering marvel of its time. When the contract was opened for bid in October 1941, the 90-foot cut through limestone was the deepest single cut ever attempted on the state highway system. After completion, Hooker Cut became a favorite postcard scene along the route.

3.0 MI. – At the first crossroads, turn left onto Teardrop Road/Old Route 66 toward the resort haven of Devils Elbow on the 1930s two-lane “Old 66.” The residence on your left is the former **SUNSET REST CABIN** store. The store sold souvenirs, postcards, and Texaco gasoline. The concrete building on your right housed **DALE’S SPORTING GOODS**. Groceries, liquor, guns, bait and tackle, and Phillips 66 gasoline were available.

3.3 MI. – To your right, this location was the original **MOSS SANDWICH SHOP** in the late 1930s, reopening as the **ELBOW INN** in the 1960s, operating intermittently until 2019. The Elbow was internationally known for great BBQ, brews, and bras that decorated the ceiling.

#RoadieTip — Park near the Elbow Inn and walk across the 1923 Steel Truss Bridge. A 1925 edition of the St. Louis Post-Dispatch reported, “From the high, modern bridge across the stream, turtles may be seen on the bed of the clear water.” Travelers still report seeing turtles and schools of fish in the river bottom on the bluff side of the structure.

3.4 MI. – Cross the 1923 **STEEL TRUSS BRIDGE** and the **BIG PINEY RIVER**. The bridge was dedicated on July 4, 1924, before Highway 14 was designated as Route 66. While crossing the bridge, look left to see dramatic limestone bluffs. They were marketed as “**HIAWATHA BLUFFS**” during the 1930s when Devils Elbow was being developed as a summer home community. They were once listed by the State Planning Commission as one of Missouri’s “beauty spots.” They continue to be a favorite with photographers and artists.

3.6 MI. – This is the community of **DEVILS ELBOW**. Take a moment to park and explore. The **RIVER INN** (look left) is on the former site of the former **DEVILS ELBOW CAFÉ**, which served as the post office from 1933-1941. A postcard picture describes the café as “where the main street of America (US Highway 66) winds its way throughout the most scenic areas in the Ozark region.”



Devils Elbow Café, Devils Elbow

PHOTO OP! Route 66 Mural on the former Devils Elbow Café, Devils Elbow signage with bridge in background, and Hiawatha Bluffs. This area is a beautiful stop to capture the seasonal foliage and when the community decorates for the holidays.

Looking to the east, past the bridge, you will have another vantage point of “**HIAWATHA BLUFFS**,” also known as the “Sugar Bowls” (notice the two curved bowls) by locals. Around the corner is **SHELDEN’S MARKET** and Post Office, built in 1954. The residence across the street originated as **HIAWATHA LODGE**, a log building built in 1917 offering roadside lodging and recreational opportunities on the Big Piney River.



Morgan Heights, 1924

3.8 MI. – As you start to climb the hill into Morgan Heights, notice the native stone house on your left. It occupies the original footprint of **GRAHAM'S RESORT & CAMP**, which later became **BIG PINEY LODGE**. This property offered up to 14 cabins for rent. Some of the cabins were rented into the 1980s. Note the post and cable along the left side of the road.

3.9 MI. – You are at a landmark once known as **DEVILS ELBOW CUT**. As part of a Highway 14 improvement in 1923, the bluff to your right was blasted with explosives, costing \$1,500 to widen the driving surface. The masonry wall on your left was also part of the improvement. The wall replaced a post and cable fence.



U.S. Army Trestle Railroad Bridge, Big Piney River Valley

4.0 MI. – The **SCENIC OVERLOOK** features a view of the Big Piney River valley below. The **U.S. ARMY TRESTLE RAILROAD BRIDGE** was constructed as a spur from the Frisco Railroad's Bundy Junction to Fort Leonard Wood. The project, an engineering triumph, began in early December 1940 and was completed in early May 1941. The chief engineer stated the obstacles overcome to complete the railroad spur were comparable to building in the heart of the Rockies.



E-Z Inn, Devils Elbow

4.8 MI. – You are in the **GRANDVIEW** community. The native stone building on your right is the former **E-Z INN CABINS & CAFÉ**. In 1947, it was renamed **OAK PARK**. Next to the lodge stood four native stone cabins that were razed in 2010. **JUDY'S PLACE** on your left was operating as the **FALCON CLUB** in the late 1970s.



Devils Elbow Motel, Route 66

4.9 MI. – Turn left onto the original “new” Route 66 pavement. This is some of the best 1943 curbed pavement in the state. Across the intersection is the former **DEVILS ELBOW MOTEL**. Built in 1950, the motel had 11 units and the five-room dwelling doubled as the office.

5.9 MI. – You’re at the Highway Z and Highway 28 junction. **BEST WESTERN** on your left opened in 1974 as **MONTIS MOTOR INN**. **COUNTRY CAFÉ**, west of the hotel, was originally **KING’S PANCAKE RANCH**. During construction, a Native American mass burial was discovered. Artifacts from the discovery were shipped to California.

6.2 MI. – On your right, **SUNSET VILLAGE OF THE OZARKS** began in 1971 as the posh **SHERATON SEVEN PALMS** motel and resort.

6.5 MI. – On your left is the site of the former **MARK TWAIN MOTEL & RESTAURANT** built in 1957, now occupied by the **URANUS ENTERTAINMENT COMPLEX.**



Mark Twain Motel, Saint Robert

8.8 MI. – The junction of Highway Z (formerly Route 66) and Missouri Avenue (formerly Missouri 17) was known as **THE WYE** during the construction boom of Fort Leonard Wood that began January 1941 and later became known as “The Spur .”



Fort Leonard Wood Corner

#DetourWorthy — At the Highway Z and Missouri Avenue junction, turn left and follow Missouri Avenue. The first road to your right on Missouri Avenue is the roadside park, which is the location of the chimney tribute to the **BLACK USO**. Continue south on Missouri Avenue for two miles to **FORT LEONARD WOOD**. The armed forces training base covers 60,000 acres and includes three excellent indoor museums. Stay to the far left to stop at the **MAIN GATE VISITORS CENTER** to obtain installation access. Refer to the Fort Leonard Wood Tour on page 30 to enhance your drive to the John B. Mahaffey Museum Complex. After your visit to the museums, return to Missouri Avenue driving north and exit the installation. At Eastlawn Avenue (the third stoplight), turn right. Follow Eastlawn Avenue to the **SAINT ROBERT MUNICIPAL CENTER** on your right. Inside, you will find the **CITY OF SAINT ROBERT MUSEUM**, which documents the construction, history, and growth of the military boomtown. Return to Missouri Avenue driving north until the Highway Z and Missouri Avenue junction. Turn left to resume your Route 66 tour on divided four lanes.

9.1 MI. – GEORGE M. REED ROADSIDE PARK on your left is one of only two remaining Route 66 roadside parks in Missouri. The park was dedicated June 12, 1955. Namesake George Marcellus Reed was the county highway engineer responsible for the survey along which State Highway 14 crossed the Big Piney River at Devils Elbow and ultimately became U.S. 66. The park is still a favorite picnic spot for both locals and travelers and is the future home of the **ROUTE 66 NEON PARK**.

On your right is **LYNCH'S FURNITURE**, one of the longest-operating businesses on this section of Route 66. When Fort Leonard Wood was being built, construction workers rented bed space in tents by the hour. Later the Lynch family opened the furniture store, which was originally located behind the current location and was then rebuilt along this section of Route 66 after Interstate 44 was constructed.

9.5 MI. – The **RANCH MOTEL** on your left was built in 1950 as a white frame structure. It has since been “rocked.” The **TOWNE AND VILLAGE** on your left was opened in 1966 as **DEVILLE MOTOR INN**. The motel offered 39 “ultra-modern” units, each with a television. Another amenity on the property was the **DEVILLE RESTAURANT**, now **INVESTMENT REALTY**.



Ranch Motel, Route 66

#DetourWorthy — At the crossover, cross the eastbound lanes. Ahead of you is the former **OAKS COURT TEXACO STATION/DEVILLE TEXACO**. A southwest portion of the roof over the station office still faintly bears the name “Oaks Court.” Ahead, between the service station and **BASSETT INSURANCE** is the laundry room of the former Oaks Court. Before 1946, Oaks Court operated as **C.A. TRAILER CAMP**. Retrace your route and cross over to the westbound lanes to continue.

10.0 MI. – To the right, you will see the **OAKWOOD SERVICE STATION COMPLEX**. The station has operated since 1923. The row of brick buildings to the left housed a variety of cafés and you will still see a vintage neon café sign perched on the roof.

10.5 MI. – **SKYLINE WELDING** (look right) began as a smaller structure in 1953 as **SKYLINE GARAGE AUTO SERVICE**. The Skyline neon sign will be featured at the Route 66 Neon Park in Saint Robert.

10.8 MI. – The **RODEWAY INN** on your left began as the **STAR MOTEL** in 1962. At that time the motel was one story and had nine units. By 1965, the motel had expanded to 19 “ultra-modern” rooms that were air conditioned and included televisions and phones. By July 1971, a second story had been added, increasing the rentable units to 38.



Star Motel, Route 66

10.9 MI. – In the **SUNRISE PLAZA** parking lot to the right is a small building with a mansard roof. This was the **DAIRY CRÈME** built in 1955.



Waynesville Hill, 1952

11.6 MI. - FROG ROCK, on the hill to your right, welcomes you to Waynesville! In the 1990s, Waynesville Hill was widened to accommodate three lanes of traffic. An unsightly boulder remained after the road work was finished in 1996. Phil Nelson, a local tattoo artist and sculptor, was asked to reshape the boulder. After nine months of sculpting and painting, **W.H. CROAKER** was born. You may park alongside the road for a quirky and unique photo opportunity, but please do not climb on the rock or on the hill, which is made of shale.

#RoadieTip — At the junction of Route 66 and Highway 17, you are entering the Ozark town of Waynesville, designated as the seat of Pulaski County in 1843. Convenient parking is available to your left, just past the stoplight. Explore the town on foot using the Pulaski County Tourism Bureau's WAYNESVILLE WALKING TOUR and experience this charming Route 66 community, including photo ops with the 8-foot, 2-ton Route 66 Shield and an Interactive Mural.

Access a copy of the self-guided walking tour online at PulaskiCountyUSA.com/Digital-Downloads or stop in one of the area shops and restaurants for your complimentary copy.

12.2 MI. – Although the current **PULASKI COUNTY COURTHOUSE** (look right), built in 1989, is not a Route 66 relic, the building plays a significant role in the revival of the old Mother Road. On July 10, 1990, then-Gov. John Ashcroft signed the bill designating the 307 miles of Route 66 through Missouri as a historic district. Missouri was the first state to award the highway with historic status thus cementing Waynesville's legacy as the **BIRTHPLACE OF THE BYWAY**. Next door, west of the current courthouse, is the 1903 **PULASKI COUNTY COURTHOUSE**, one of only two period courthouses located on Route 66 in Missouri. It was listed on the National Register of Historic Places in 1979. It now houses the **PULASKI COUNTY MUSEUM**.

THE OLD STAGECOACH STOP MUSEUM, near the right of the current courthouse, offers 12 rooms of rich history of the Civil War through the 1960s.

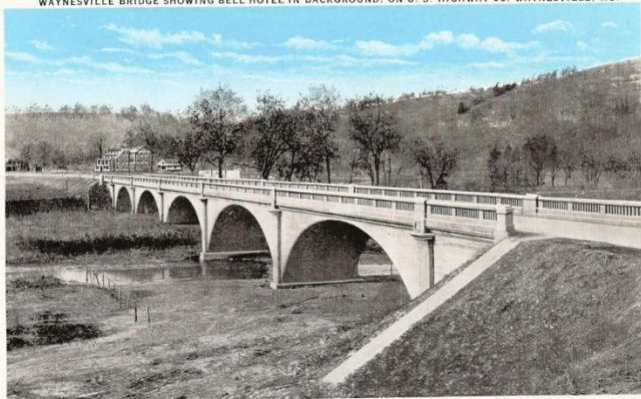
12.3 MI. – At the intersection of Route 66 and Benton Street on the northwest corner is a home built in the 1870s. This was originally a log cabin home for the family of Judge V.B. Hill. Before and during Route 66's heyday, the home was occupied by the Rigsby family who operated their **RIGSBY'S STANDARD SERVICE STATION** next door.



Rigsby's Standard Service Station, Waynesville

#DetourWorthy — At the intersection of Route 66 and Superior Road, turn left towards **ROUBIDOUX SPRING CHEROKEE CAMPSITE**. Follow Superior Road and park just south of **ROUBIDOUX SPRING**. Educational interpretive signs along the walking trail detail the history of the forced removal of the Cherokee people from their native lands in Georgia to Indian Territory, which is today Oklahoma. The tragic march is now known as the Trail of Tears. Retrace your route along Superior Road to Route 66 and turn left.

WAYNESVILLE BRIDGE SHOWING BELL HOTEL IN BACKGROUND, ON U. S. HIGHWAY 66, WAYNESVILLE, MO.



1A782

Roubidoux Bridge, Waynesville

#RoadieTip — The 1923 Roubidoux Bridge was expanded in 1939 to accommodate pedestrian traffic. Park nearby and stroll across the bridge.

12.4 MI. – Cross **ROUBIDOUX CREEK** on the **1923 ROUBIDOUX BRIDGE**. The bridge was constructed as a Missouri Highway 14 improvement. Three years later, Highway 14 was designated as Route 66. This bridge is one of three original Route 66 bridges in Pulaski County. The field to the left is home to the bustling Pulaski County Farmers Market, which is open year-round on Saturdays from 8 am–4 pm.

12.7 MI. – The **EVERY BLOOMING THING** floral shop was originally built in 1940, operating as a **SINCLAIR SERVICE STATION**. The **WAYNESVILLE MEMORIAL CHAPEL** began as the Bell family's log cabin home. A portion of the log cabin can still be seen inside the building. In 1925, the cabin was enlarged and named **BELL'S INN**, later becoming the **BELL HOTEL**. It was in the 1970s that it then began operating as a funeral home.



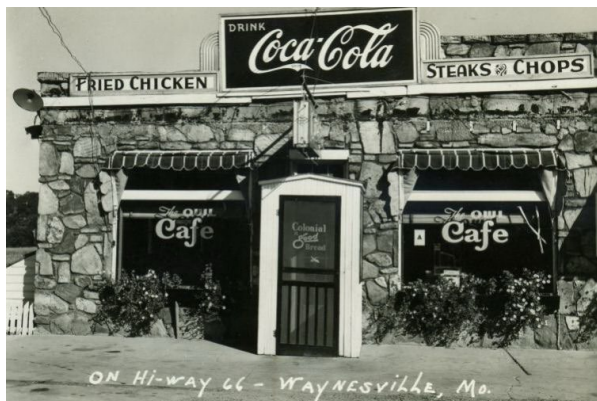
Bell Hotel, Waynesville

Across Route 66 on the left is a fieldstone building, also described as “giraffe rock.” This building was built by Stoneydell stonemason Vern Prewett in the 1930s and is now home to **SHELTER INSURANCE AGENCY**.

12.8 MI. – The former **CLARK MOTEL** was located near the **PULASKI COUNTY LIBRARY** and operated from the 1940s until 2001. The white residence housed the office and living quarters of the owners. **ED WILSON'S AUTO WORKS** building (look left) began in the 1920s as **BOHANNON GARAGE**. For many years, the building hosted a café and station combination, including in 1948 when the eastern portion housed **LONG'S CAFÉ** and the western portion housed **POWER'S GARAGE**.

12.9 MI. – **WESTSIDE SALON & BOUTIQUE** (look right) is housed in a former café operated in the early 1960s by Betty Mace. Directly behind the boutique is a six-unit section of a motel built in the 1940s.

13.0 MI. – At the corner of Route 66 and Oak Street (look right) is the former two-story **O.K. GARAGE**. The garage was listed in the 1946 book "A Guidebook to Highway 66." Between 1955-1958, the building housed **MARK TWAIN MOTORS**.



The Owl Café, Waynesville

13.1 MI. – One of Pulaski County's most modern-styled Route 66 buildings is the brick, A-frame building on your left. It was constructed in 1966 as **MOSS-WILLIAMS FUNERAL HOME**. In the mid 1970s, directly behind this building was Bud Orcutt's **INJUN JOE** Native American museum and store.



Pleasant Grove, Buckhorn

17.6 MI. – This is the community of **BUCKHORN**. The large, vacant site on your right was the location of **WITMOR FARMS**. The restaurant began in 1963 as the third location for J.J. Nickerson’s **NICKERSON FARMS**. Less than two years later, the restaurant was under new ownership and renamed Witmor Farms. The building was demolished in 2015.



Witmor Farms, Waynesville

17.7 MI. – Turn left: The Buckhorn overpass that you are using to cross Interstate 44 was the first overpass built in Pulaski County in 1955. Legend states Buckhorn obtained its name from an old tavern that had a set of deer antlers above the entryway.

17.9 MI. – Continue west around the curve on Route 66/Missouri 17 after crossing the interstate. The empty lot just west of **INTERSTATE FOOD MART** (look right) housed a market that began in 1941 as **UPTON’S MARKET**. In 1947, it became **D&D MARKET**. The building was still standing into the 1990s.

18.2 MI. – The residence on your left was the **PLEASANT GROVE RESORT/BELL HAVEN COURT** store and station. The gasoline pumps have been removed and the service canopy was enclosed. Eight cabins were still advertised for rent in the 1960s. A few of the cabins were standing as late as 2007 but have since been razed.



The Normandy Café, Route 66

18.8 MI. – The concrete gateposts on your right are all that remain of **THE NORMANDY**. The Normandy was a roadhouse built in 1930 that consisted of a service station, restaurant, and hotel. At one time, it had a reputation as a bawdy house. The building was destroyed by fire circa 1978.

19.0 MI. – Turn right on P Highway toward Laquey (Lake-way), an original Route 66 alignment.

19.7 MI. – Follow curve to the left (Highway AA).

20.4 MI. – Established in 1872, the **IDUMEA CHURCH** and graveyard is visible on the right.

21.6 MI. – Turn right on Highway AB and you are now back on the “new” paved segment of the Mother Road.

This stretch of road was known for **SPRING VALLEY CAMP** and **CENTRAL MOTEL & STATION**. Constructed in the 1920s, the camp's cabins are built of rubble rock. The larger structures were the store and residence. The hotel was constructed in 1951 and located on the site of an earlier settlement known as **DADTOWN**. "Dad" and Betty Lewis established a grist mill and general store here in the early 1900s.

28.7 MI. – GASCOZARK FLEA MARKET (look left) was built as **CALDWELL'S** in the late 1930s. Caldwell's enterprise included a café, store, gas station, and four rental cabins. The unique building across the road was known as **GASCOZARK CAFÉ**.



Inside Caldwell's, Gascozark

#DetourWorthy — Travel approximately 1 mile and turn left onto Spring Road. Here you will find **GASCOZARK HILLS RESORT**. The resort began operations in the 1930s and the original lodge and cabins are still enjoyed by visitors today.

GASCOZARK

This area was known as Gascozark and the name was coined by Frank A. Jones, who began development in the 1920s. It is a combination of Gasconade and Ozark. "Gasconade" refers to a region, Gascony, in France and lent its name to the nearby river. "Ozark" is a corruption of the French "Aux Arc." "Auz" (sounds like "oh") means "to" and "arc" is short for the tribe of Arkansas Native Americans. "Ozark" literally means "to the Arkansas."



From Gascozark, travel 0.1 mile west to State Highway 133 and the intersection of Interstate 44. This is the end of your Pulaski County Route 66 tour. Interstate 44 East will take you back to Waynesville or consider taking the Frisco tour via State Highway 133. If you wish to continue traveling Route 66, you'll head toward Hazelgreen.

Original tour by Jan and Terry Primas 2001.

Vintage postcards from the John F. Bradbury, Jr. Collection
& Joe Sonderman Collection.

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Updated 2023.

Visit our interactive online tour at PulaskiCountyUSA.com/Digital-Downloads

FRISCO RAILROAD

TOUR 2

What the Wire Road — and later Route 66 — did for the middle part of the county, the railroad did for the northern part of Pulaski County. In fact, it created the three largest late 19th-century towns along its roadbed. Some grading and tunneling had been done near what is now the front gate to Fort Leonard Wood. To climb to the higher elevation of the plateau, the trains needed a helper engine. A roundhouse was constructed in Phelps County, creating the town of Newburg. A switch and siding were built between Newburg and Dixon for the helper engines need to boost the increasingly heavy trains up Dixon Hill. A depot, telegraph office, and a few stores grew up along the siding and this became known as Frank's Switch.

On the plateau, the communities of Frank's Switch, Dixon, Crocker, Swedeborg (originally called Woodend), Hancock, and Richland materialized in 1869. Commerce exploded. Subsistence farming now had an outlet to markets and new goods came into the county. Dixon, Crocker, and Richland prospered along the rails, surpassing Waynesville — the oldest town and county seat — in population and business activity. The county south of Waynesville continued to be isolated from progress. The trains still rumble through the Frisco towns even after the Frisco merged with the Burlington Northern in 1980.

0.0 MI. – Start at the Interstate 44 overpass Exit 163. Set trip meter at the three-way stop. Go north on Highway 28.

4.8 MI. – You are crossing the **VETERANS MEMORIAL BRIDGE** and Gasconade River. The confluence with the Big Piney River is downstream approximately 0.5 miles. The grade ahead is known as the **DIXON HILL**.

#DetourWorthy — At mile marker 5.8, turn left at the junction of Highway PP. Travel 3.8 miles to **BSC OUTDOORS**, a full-service resort and float trip operator. Pay to access Boiling Spring, the Gasconade River, and the **COUNTRY VIEW RV PARK**. Return to Highway 28.

8.7 MI. – On the left is scenic overlook Portuguese Point. Enjoy this beautiful scenic overlook of bluffs and the Gasconade River. You might even spot an eagle! This area was named after a Native American who owned the land in the 1800s. In those days, he didn't want people to know his heritage, so he told them he was of Portuguese descent. Enter the Frisco town of **DIXON**.

#DetourWorthy — At mile marker 12.0, turn left at the junction of Highway D, also known as **DOG PATCH CORNER**. In 3.5 miles, turn right onto Circle Road (gravel) and travel 0.8 miles to **BLUE JAY FARM**, a 1930s resort situated around the 7-acre Emerald Lake. Return to Highway D and turn right to a unique **FRISCO OVERLOOK** in 3.0 miles. Continue 3.0 miles to Larry Baggett's Trail of Tears Memorial. Return on Highway D to Highway 28.

12.8 MI. – To your left is the **DIXON VETERANS MEMORIAL**. At the **FRISCO RAILROAD UNDERPASS**, turn left onto Second Street to park and explore Dixon shops and flea markets. This is where the town developed along the railroad tracks. At Second and Elm, turn right. The community well/gazebo stood in this area and was a gathering place for civic events. Stop and photograph the **DIXON CITY MURAL**, representing Dixon's culture of patriotism and farming. The cow represents the annual Dixon Cow Days, a tradition for more than 45 years.



Dixon, 1955

13.1 MI. – Pine and Fourth streets (Highway C/133). Turn left.

13.4 MI. – To the left is the **DIXON CITY PARK** and walking trail.

#DetourWorthy — Return to Highway 28 North for more hometown eateries!

13.6 MI. – On your left is an 1890s Victorian home, built originally as a boarding house.

14.8 MI. – The Frisco tracks are visible on the left.

15.1 MI. – On your right is the **DIXON SADDLE CLUB**, home to horse shows, rodeos, and truck pulls throughout the summer and fall.

18.5 MI. – **HANCOCK** was established in 1869 (the year of the railroad) and was first named **IRON SUMMIT**. The name was changed to Hancock after a Frisco official when the railroad acquired it in 1877. There was a school, saloons, hotel, and several other businesses.

23.9 MI. – At the stop sign, turn left and continue down Highway 17 South/133 toward Crocker.

#DetourWorthy — At the stop sign, turn right. Travel 0.4 miles and spend some time at the **CROCKER VFW POST 4956**. Head south on Highway 17 toward Crocker to continue.

24.9 MI. – As you enter the **CITY OF CROCKER**, you will discover quaint antique shops and mom-and-pop style cafés. At mile marker 25.3, park at **FRISCO PARK** on the left to explore the community. Tribute is paid to its railroad origin with two Frisco artifacts — the **FRISCO CABOOSE** located at **FRISCO PARK** and the Crocker **FRISCO DEPOT MUSEUM** located off the main road, one block to the right on Tenth Street. This museum was the original depot, which was the last depot in Pulaski County and served as the mail pickup and drop-off for the county. The depot is now home to relics of the “Frisco Days” including antiques, photographs, and old train logs. Within Frisco Park is the **CROCKER VETERANS MEMORIAL**. Across the street is **NEWCOMB’S HARDWARE**, which has been in operation since 1911.

26.1 MI. – The **CROCKER CITY PARK** and walking trail is a quarter mile to the right. Enjoy a walk along the trail of prairie flowers, grasses, and pond. Return to Commercial Street/Highway 17 South.



Frisco Park, Crocker

26.8 MI. — You are approaching the **PAUL AKERS JR. MEMORIAL BRIDGE**. Paul was 18 when he joined the Navy assigned to the USS Enterprise. In 1969 a Zuni rocket exploded starting a fire that killed 28 sailors and wounded 314.

At this junction you may choose to continue on the Extended Frisco Tour turning right onto Highway 133 to visit the Frisco communities of Swedeborg and Richland. Or you may take the shorter route south to the square in Waynesville.

SHORTER ROUTE:

29.0 MI. — *This area is known as **BEAR RIDGE** due to the numerous black bears that once roamed the forest.*

#DetourWorthy — *At mile marker 31.1, turn right toward **RUBY'S LANDING**, a full-service resort along the Gasconade River.*

29.8-32.5 MI. — *Enjoy scenic overlooks of the valley on the right.*

33.9 MI. — You are approaching the **WWII OKINAWA VETERAN BRIDGE**, which crosses the Gasconade River. Its confluence, the Roubidoux Creek, is to the right. The bluff in front of you is called **PIKES PEAK** and was often photographed for postcards.

34.5 MI. — *On the left, see Pikes Peak Bluff and Cave, also known as Indian Cave. The cave (two openings in background) contained a dancehall/restaurant into the 1950s. Today, this is private property.*

36.8 MI. — *At the stop sign, a left turn will intersect Interstate 44 in 1.5 miles. Or park and enjoy the Historic Downtown Waynesville Walking Tour, which can be found at PulaskiCountyUSA.com/Digital-Downloads or within storefronts throughout the city.*



Schlicht Railroad Station

EXTENDED TOUR CONTINUED

The Frisco Railroad continues from the junction of Highway 133 and Highway 17 west on Highway 133. Railroad tracks on the left are visible almost the entire way to Richland. Highway 133 was built in 1932-1933 and linked the somewhat isolated railroad towns.

28.9 MI. – SCHLICHT SPRINGS RIVER ACCESS is on the left. Schlicht Springs was a very popular resort on the Gasconade River in the early part of the century with sportsmen from St. Louis taking the train to Crocker and traveling by hack (or wagon) to the resort. Nearby is the site of another popular resort on the Gasconade, Cave Lodge. The drive to Schlicht Springs is an additional 3.6 miles. Cross the railroad tracks, continue down the chat road, and stay to the right. When the road forks, stay left. The valley to your right with ponds is the private resort area; Schlicht Springs River Access is up ahead.

30.6 MI. – SWEDEBORG came upon the scene because of the railroad steam engines' wood-fired boilers. Locals cut wood and piled it up on the right-of-way. This spot was roughly halfway between Crocker and Richland. A few cabins spotted the clear area where forests once stood — before long, a little village took root. As it grew, it was given the name Woodend for the piles of cordwood stacked along the railroad right-of-way.

30.8 MI. – You're at the Highway T intersection. Railroad crossing and old town is 0.1 mile to the left. A section house for track maintenance was located here in 1872. Swedish immigration swelled the population and in 1883, the community had a post office and adopted the name of Swedeborg. The next year, a railroad depot was built. The town had at least two major fires and was hit by two tornadoes in 1927 and 1937.

37.1 MI. – You've reached **RICHLAND**. Continue right onto Highway 7/133 North.

38.0 MI. – **SHADY DELL PARK** on your left contains a ball field, a Burlington Northern caboose, a swimming pool, and the **JEREMIAH BRACKETT PULLING TRACK**, which features several ATV rodeos, demolition derbies, and monthly family activities and festivals. At the top of the hill, turn right, then turn right again on Miller Street.

38.3 MI. – Curve left onto Jefferson Street/ Highway 7/Highway 133.

38.7 MI. – At the stoplight continue straight on Highway 133.

38.8 MI. – The former location of the **FIRST UNITED METHODIST CHURCH** is on the right. Organized in 1870 in the Frisco Depot, a wooden building was constructed in 1878 on this site and the current brick church was built in 1925. Across the street, notice the glass gas pumps to the left in front of the station.

Richland, MO





Bicentennial Mural, Richland

The **BICENTENNIAL MURAL** is located to your right. The mural was painted in 1976 by the Richland Art Guild. It celebrates Fred Manes (center foreground), who was the village blacksmith for more than 75 years.

38.9 MI. – You’re at the intersection of Pine and McClurg streets. Here is a typical layout of a railroad town with commercial buildings on each side of the tracks. On the southeast corner is the site of one of the first wooden buildings that Captain H.E. Warren and Sons built in 1869. Now a brick building, the **H.E. WARREN STORE** is still operated by family members. Bohannon’s is across the tracks. There used to be a large grain elevator to the left of the building. Take a moment to stroll through town, peruse the shops, and visit the Frisco Pocket Park.

39.8 MI. – Briefly enter and exit Laclede County. The highway goes south along the western edge of Pulaski County.

43.1 MI. – You’ve reached the **GASCONADE RIVER**. The river is said to be one of the “crookedest” in the world, rising and emptying entirely within the state. Measuring 265 miles long, it is the longest river in the state.

45.1 MI. – You’re at the intersection of Interstate 44 and County Road AB. Across the overpass is **HISTORIC ROUTE 66** by **GASCOZARK**.

Original tour by Terry and Jan Primas 2001

Vintage postcards from the John F. Bradbury, Jr. Collection

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Updated 2023.

Visit our interactive online tour at PulaskiCountyUSA.com/Digital-Downloads

FORT LEONARD WOOD

TOUR 3

Fort Leonard Wood is home to the U.S. Army Maneuver Support Center, which trains more than 80,000 engineering, chemical defense, and military police enlisted soldiers each year. Named after General Leonard Wood, an Army surgeon, the post opened December 3, 1941. The Fort was inactivated on March 31, 1946, after WWII and was used for cattle grazing and summer training for Army Reserve and National Guard troops. The installation was reactivated August 1, 1950, during the Korean conflict.

Fort Leonard Wood has grown and prospered throughout the years as generations of soldiers have come and gone. No longer “Fort Lost in the Woods,” the fort has expanded by welcoming divisions of the Marines, Navy, Air Force, and Coast Guard. Follow the “Blue Line” on the roadway from 0.0–3.9 as you step back in time and learn about the history of Fort Leonard Wood.

Mini Route Drive Time — 25 minutes

Extended Route Drive Time — 1 hour, 16 minutes

To enjoy the parks and museums, allow:

Mahaffey Museum Complex — 1 hour, 30 minutes
to 3 hours

Memorial Grove and Park — 30 minutes

Stone Mill Spring — 45 minutes

Rolling Heath Schoolhouse — 10 minutes

Sandstone Spring Trail — 1 hour

For access to the military installation,
visit home.army.mil/wood.

0.0 MI. – Start here. At the **SVERDRUP GATE** (Main Gate on Missouri Avenue), set your trip meter where traffic merges into two lanes after the checkpoint. You are heading south on Missouri Avenue. In 1940, the War Department decided to establish a major training area in the Seventh Corps area. This command comprised most of the states in the central plains. Originally located near Leon, IA, the site for the new training center was moved to south central Missouri. In early December 1940, military and state officials broke ground for what was known as the Seventh Corps Area Training Center. In early January, the name was changed to Fort Leonard Wood.



Fort Leonard Wood Main Gate

2.0 MI. – To the right, historic markers note the location of the original Post Headquarters, which was built in 1941 and demolished in 2012. You will see remains of the stone foundation, which was built by German POWs during WWII.

2.4 MI. – Turn right at the stoplight onto North Dakota Avenue.

2.7 MI. – Turn left onto Iowa Avenue. You will see the **SOLDIER MEMORIAL CHAPEL** on your left and the old chapel, which is currently used as offices, on your right.

2.8 MI. – **BAKER THEATER** is on your left.

3.2 MI. – On your left is **GAMMON FIELD**. This has been used as the Post's main parade field since 1941. The field is named in honor of Staff Sergeant Archer T. Gammon of Company A, 9th Armored Infantry Battalion, 6th Armored Division. On February 13, 1946, he posthumously received the Medal of Honor for heroism in World War II. More than 3 million





Fort Leonard Wood Barracks

soldiers have graduated on Gammon Field. Notice the white bridge made of 100% recycled plastic and weighs a third of a normal bridge.

3.7 MI. – To your left you will see **NUTTER FIELD HOUSE**. This was built in 1942 to provide recreational facilities for soldiers at Fort Leonard Wood. It has a roof truss system, unusual in these types of facilities. It was named for Second Lieutenant Daniel L. Nutter of 25th Armored Engineer Battalion, 6th Armored Division. He was posthumously awarded the Distinguished Service Cross for heroism in World War II.

3.9 MI. – **ABRAMS THEATER** is on your left and is used as a theater and meeting area. Turn left onto South Dakota Avenue.

4.5 MI. – On your left is the **MAHAFFEY MUSEUM COMPLEX**. Finished in 1970, this hall known as Walker Recreation Center was originally constructed to serve as a service club for soldiers. It is now home to museums for the Engineers, Chemical Corps, and Military Police. Learn about history while viewing walk-through displays, lifelike exhibits, and decommissioned military equipment showcasing the heritage of those who trained here. The museums are free and open to the public. Hours vary. Exit the museum parking lot by turning left, then right onto Nebraska Avenue.

4.8 MI. – Turn right into **MEMORIAL GROVE AND PARK**. Parking is located to the left. The stones and plaque honor soldiers and units of the three Army branches. The Chemical and Military Police Corps memorials were moved to Fort Leonard Wood from Fort McClellan, AL, as part of the relocation of the Chemical and Military Police Schools in 1999. A half-mile walk winds through this beautiful park. Exit Memorial Grove parking lot by turning left onto Nebraska Avenue.

5.0 MI. – You're at the intersection of Nebraska and South Dakota avenues. At this point, you may continue the Extended Tour, page 36, which includes the golf course, walking trails, and the one-room schoolhouse, or continue with the Mini Tour on page 35.



MINI TOUR:

5.0 MI. – Continue on Nebraska Avenue.

6.2 MI. – Turn right at the stoplight onto Replacement Avenue to Michigan Avenue.
ROCKWELL HISTORIC CEMETERY is on the right.

6.3 MI. – Turn left on Michigan Avenue. Pull into the parking lot behind Candlewood Suites.

6.5 MI. – **GARLINGTON HOUSE**, built in 1942, is on the left. Depart the north side of the parking lot, turning left onto MP Drive.

6.6 MI. – Turn right on Nebraska Avenue.

6.7 MI. – Turn left onto North Dakota.

7.0 MI. – Merge slightly right onto Missouri Avenue. On the right is the **GENERAL LEONARD WOOD ARMY COMMUNITY HOSPITAL** built in 1966, which is slated for demolition in 2024-25.

7.3 MI. – On your right, from 1941-1966 the original cantonment-style hospital was located where the current **MANSCEN (MANEUVER SUPPORT CENTER)** stands today.

8.9 MI. – Exit Fort Leonard Wood.



EXTENDED TOUR CONTINUED

5.0 MI. – Turn right onto South Dakota Avenue. Follow the road, then turn right onto Piney Hills Drive.

5.5 MI. – Turn right onto Water Intake Road and enjoy the scenic drive.

6.5 MI. – Turn left on FLW 25 and cross the one-lane bridge on your right, over the Big Piney River, towards the golf course.

7.3 MI. – You have arrived at the **PINEY VALLEY GOLF COURSE** clubhouse. The 18-hole course is open to the public.

8.1 MI. – Turn right onto the dirt road to **STONE MILL SPRING**.

8.9 MI. – Stay to the right for parking area for the spring. Walk the quarter-mile path to the spring offering a flow of 18 million gallons of water a day, which feeds into the Big Piney River. The area provides excellent fishing and is stocked with more than 3,000 pounds of rainbow trout per year. The site is named for a historic mill that began operation in the 1880s. Depart the parking area the way you came in.

10.1 MI. – Turn left onto Water Intake Road, continue past the golf course, across the one-lane bridge.

11.1 MI. – Turn right at the intersection onto FLW 25.

11.5 MI. – On your left is the **ROLLING HEATH SCHOOLHOUSE**. The one-room schoolhouse was built in 1912. Grades 1-8 were taught here until 1941. The building was restored in 1995 and is currently used by nature, historical, and civic groups. The **SANDSTONE SPRING TRAIL** behind the school that leads through the woods is approximately one mile. Exit by turning left onto FLW 25.



Fort Leonard Wood Main Gate

13.8 MI. – HAPPY HOLLOW PICNIC AREA is located on the right approximately one mile. Exit the picnic area the way you arrived. Turn left onto FLW 25 and stay right onto Intake Road. Turn left onto Piney Hills Drive, and then left onto South Dakota Avenue.

16.8 MI. – At the intersection of South Dakota Avenue and Nebraska Avenue, continue with Mini Tour on page 35.

SCENIC DRIVE:

The scenic drive begins at Waggoner Gate (West Gate to Fort Leonard Wood). Take Interstate 44 Exit 156, south on Highway H to Waggoner Gate. The drive features approximately five miles of breathtaking views of the Ozarks.

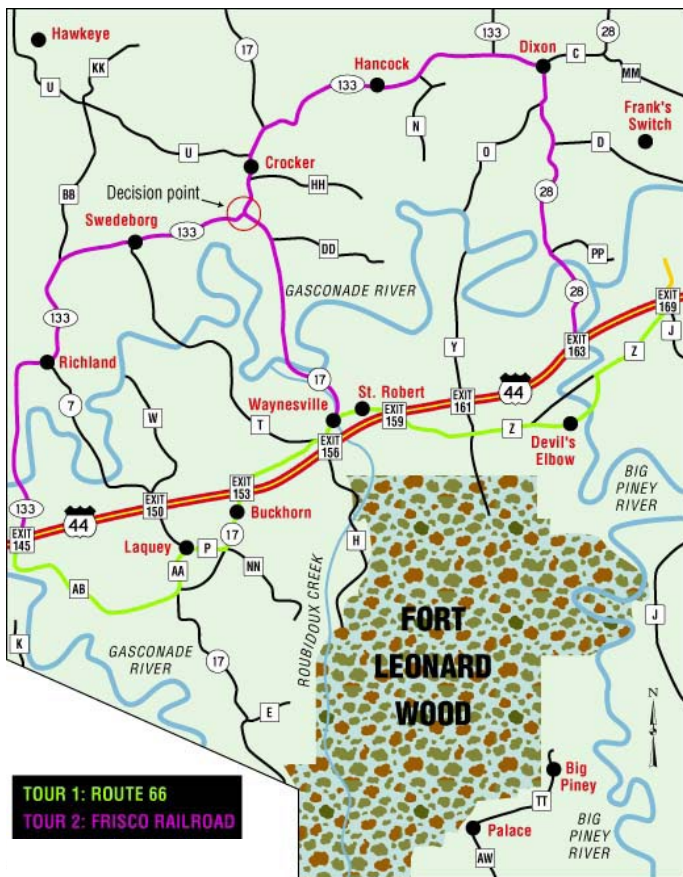
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PULASKI COUNTY HISTORY



Use these maps as a reference for the three routes around Pulaski County: Route 66, Fort Leonard Wood, and Frisco Railroad. Traveling all routes will take you to all the towns in Pulaski County. The following is a summary of the history of Pulaski County and its towns.

Helpful tip: Access our interactive online tour for detailed mapping instructions and additional stops along each of our three tours!

Visit PulaskiCountyUSA.com to learn more.

HISTORICAL NOTES FOR PULASKI COUNTY

Founded in 1833 and named for the Polish patriot Count Casimir Pulaski, the county originally comprised an area that included the present counties of Laclede and Wright, plus most of Dallas, Webster, Phelps, Texas, Camden, and Miller counties. It was reorganized several times and by 1859 had its present boundaries established. For more than a century, it has drawn tourists and sportsmen to its scenic beauty, clear streams, and abundant wildlife. It drew the U.S. Army in 1940; Fort Leonard Wood was constructed as a basic training center. Building the Fort was a gigantic project, bringing 32,000 construction workers to the area. More than 600 buildings, 300 miles of road, and a 14-mile railroad spur were built in six months. An isolated, rural county, population took a jump with the coming of the railroad in 1869. It leveled off at more than 10,000 through 1940 when it took a bigger jump. Fort Leonard Wood was deactivated in 1946 but reopened for training in 1950. The Fort is now the premier training installation for the Engineers, Military Police, and Chemical Corps for basic and AIT (advanced) training. All branches of the U.S. Military are represented on the installation. The fortunes of the county are closely tied to Fort Leonard Wood. Pulaski County remains a rural Ozark area but with a global influence from Fort Leonard Wood.



July 10, 1990, Signing into law recognizing Route 66 as a scenic byway.

WAYNESVILLE

The town was founded in 1843 when one of the early settlers, William Moore, deeded 25 acres for the establishment of the county seat of Pulaski. It was named for a Revolutionary War hero, "Mad Anthony" Wayne. The town was located on St. Louis-Springfield Road and was served thrice weekly by stagecoach. Most of the county's commerce and legal business was conducted in the village until the railroad created several new villages to the north in 1869. In June 1862, the Union Army, under command of Colonel Albert Sigel, occupied the town and built a fort on the hill overlooking the square. The town (and county) had definite southern sympathies, since most of the settlers were from Kentucky, Tennessee, and North Carolina. Enmity was soon put aside after the War of Rebellion and men from both sides of the conflict held county offices. As the railroad towns grew in size and influence, there were several attempts to move the county seat to Crocker and Richland, but tradition and upstart town rivalries kept it in Waynesville. With the establishment of Route 66 and later Interstate 44, the waning of the railroads, and the building of Fort Leonard Wood, Waynesville continues to be the center for legal affairs and has regained its place as a hub of economic activity.

U. S. HIGHWAY 66. "MAIN STREET OF AMERICA", THROUGH WAYNESVILLE, MO.



1A779

Route 66, Waynesville



Route 66, Saint Robert

SAINT ROBERT

The area now occupied by Saint Robert had been known as Gospel Ridge from the 19th century to the mid-20th century. Its location at the intersection of Route 66 and the entrance to Fort Leonard Wood made this area a strip of bars, services, and other entertainment for the troops being trained at the Fort. The Rev. Robert J. Arnold established a Catholic church in 1951. The church and incorporated area both bore the name of his patron saint, Saint Robert Bellarmine.



Saint Robert Bellarmine Church

CROCKER

As railroad construction progressed across the county, the railway built a depot at the present site of Crocker. There was a trading post called Humboldt about a mile to the northwest. The depot was to serve the communities of Waynesville, Iberia, Hawkeye, Brumley, and Toronto. The shipping center attracted a few businesses and by 1871 the businessmen of Humboldt had relocated to Crocker, leaving Humboldt a memory. Crocker continues to grow in both size and commerce along with the economy. The building of Fort Leonard Wood breathed new life into the community and has continued to have an economic impact.

DIXON

Milton Santee, a surveyor for the railroad, laid out the town in 1869. His configuration straddled the tracks, a half mile on each side. At the intersection of the principal streets Second and Elm, a square was formed with a deep well. Above the well was a pagoda, which served as a bandstand and podium for civic events. Although the railroad passed as a major influence in Dixon's economic life, it left a vibrant community. It attracts new residents who are looking for that small town atmosphere.



Dixon Station, circa 1955



Frisco Park, Crocker

RICHLAND

Milton Santee was certainly busy in 1869. He laid out the town of Richland on railroad land on each side of the tracks and a depot was constructed. The next year was a boom year for building as businesses were constructed before there were any dwellings. In 1870, a source of pride was the establishment of a private academy, the Richland Institute, whose shareholders were members of the community. The foundation of a growing and prosperous community had been laid. Other small, incorporated communities include Laquey, Devils Elbow, Buckhorn, Hancock, Swedeborg, Hawkeye, Franks, Big Piney, and Palace.



Caboose at Shady Dell Park, Richland

THE BEST THING ABOUT MEMORIES IS MAKING THEM.

Whether you're honoring the service members in your family at Fort Leonard Wood, taking a relaxing float trip down the Gasconade and Big Piney rivers, or exploring the Mother Road, Pulaski County is the right destination to disconnect and get a breath of fresh air. Learn more about all the incredible sights and sounds of Pulaski County and plan your trip.

- More than 3,400 hotel, cabin, & specialty stay rooms
- Military Police, Engineers, & Chemical Corps museums
- Gasconade & Big Piney river float trips
- Trout fishing along the Roubidoux Creek
- Antique & thrift shops along the Thrift & Sweets Trail
- Trail of Tears Memorial
- Historical sites spanning generations in Waynesville
- International & local dining options
- Golf courses, disc golf, & mini golf
- Crystal clear springs
- Instaworthy stops
- State-of-the-art Visitors Center

For more information, visit:
Pulaski County Tourism Bureau
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Saint Robert, MO 65584

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