

Historic Auto Tours

DISCOVER THE HISTORIC ROADS AND SITES OF MISSOURI'S *Pulaski County*



ROUTE 66 ★ FRISCO RAILROAD ★ FORT LEONARD WOOD

Historic Auto Tours

OF MISSOURI'S PULASKI COUNTY

WELCOME!

We hope you enjoy our natural and historical sites. Take some time along your way to enjoy the hospitality of our shops and restaurants.

Now, choose a driver and a navigator to read as you go. We hope you enjoy the tours.

TOUR 1: Historic Route 66 *Page 1-4*

33 miles
Approximate Drive Time: 1.5 Hours
Mileage in Green follows Route 66 East to West
Mileage in Gold follows Route 66 West to East

TOUR 2: Frisco Railroad *Page 5-6*

37 miles
Approximate Drive Time: 1.5 Hours
Extended Route 45 miles
Approximate Drive Time: 1.75 Hours

TOUR 3: Fort Leonard Wood *Page 7-8*

Mini Route: 9 miles
Approximate Drive Time: .5 Hours
Extended Route: 20 miles
Approximate Drive Time: 1.25 Hours

Auto Tour Map & History *Page 9-10*

The numbers beside each entry refer to the mileage from the start point of each tour. At the starting point set your trip meter and begin your adventure!

Historic Route 66

Route 66, the "Main Street of America," was commissioned November 11, 1926. It rolled and weaved through eight states, from Chicago, Illinois to Santa Monica, California, a ribbon of pavement 2,400 miles long. The "Mother Road" raced through ten counties in Missouri, a 300 mile span. In Missouri, the road was often referred to as "Bloody 66."

Originally a graveled state road, 66 follows an ancient ridge that was trod by migrating mastodon. Indians traveled the trail in search of game. Before the Civil War, white settlers knew the route as the St. Louis to Springfield Road. Strategically important during the Civil War for moving men and material, it became a communication nerve center when a telegraph line was strung along its length. It was then locally known as the Wire Road until its designation as U.S. 66. Americans heeding the call of the open road spawned business enterprises along the road: handmade Ozark basket shops, tourist courts (the first motels), and the hillbilly store. The romance of the road and charm of the small towns the "main street" bisected can still be felt and seen in preserved sections of this internationally famous highway in Pulaski County. Get your kicks on our 66.

The former handicap of inadequate transportation facilities has been swept aside by the building of the nationally known highway system. The trackless expanse of the Ozarks has been pierced by a network of beautiful highways, which not only afford comfort and safety to the traveler, but spread before the eye a glorious panorama, whose grandeur is unrivalled in America. . . From all reports, the whole country is Ozarks bound this summer.

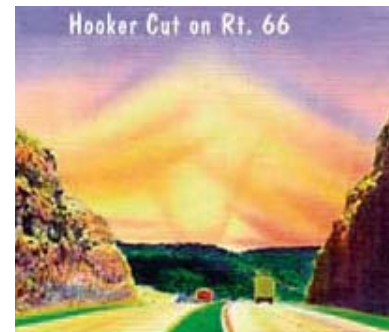
From Pulaski County Tourist Map, ca 1930



0.0 (33.2) Start here. Reset your trip meter to 0.0 at the top of westbound exit ramp. At I-44 Exit 169, junction of Hwy J and Hwy Z, proceed west (right) on Hwy Z. This is a stretch of the "Mother Road" that was paved in 1943 when Route 66 became a four lane highway in Pulaski County. It is known as "New 66," which bypassed the famous hamlet of Devil's Elbow.

2.1 (31.1) Look to the right through the trees to see Hooker Church and graveyard or turn off on Trophy Road. It dates to the early 1900s. Hooker had a high school located across Hwy 14 (the gravel road) in front of the church and the St. Louis Post Dispatch declared it the smallest high school in Missouri in 1929.

2.3 (30.9) You are passing through Hooker Cut, at one time said to be the deepest road cut in the U.S. and a favorite postcard scene along the road.



3.1 (30.1) At the first crossroads, (You may continue .4 miles, turn right on Tank Road, this is the entry to Piney Beach Cabins, an original cottage court built in the 1940's, turn around, come out Tank Road, turn left on to Historic Route 66, back to the crossroads, at the crossroads of Route 66 and turn right onto Old Route 66/Teardrop Road) If you do not venture down to the cottage court, turn left onto Teardrop Road/Old Route 66 and enter the resort haven of Devil's Elbow on the "Old 66".

3.2 (30.) The home on the left has been remodeled but was home to the original Sterling Hillbilly Store, famous for their 19 cent burgers.

3.5 (29.7) Elbow Inn (look right). This was the original Munger-Moss Sandwich Shop in the late 1930s. The Munger-Moss relocated west to Lebanon in 1946 and the sandwich shop was reopened as the Elbow Inn, operated by Paul and Nadine Thompson into the 1960s. After sitting empty and serving as a residence, it has reopened.

Just before the old bridge ahead is Temporal Road to the left. Continue on Temporal Road for two miles and two unique views.

4.0 (29.2) Here is a view of the sharp bend in the river from which the area gets its name, Devil's Elbow. Loggers grew frustrated at the large boulder lodged in the sharpest bend in the Big Piney River. They reasoned the boulder could only have been put there by the devil – the boulder and sharp corner caught the logs they tried to float downriver and created work-stopping log jams.

5.0 (28.2) The quarry (left) provided rock for the bridge approaches ahead.

5.3 (27.9) This 40' trestle bridge spanning the valley was constructed by the U.S. Army in 1941 during the construction of Fort Leonard Wood. It is part of the fourteen mile railroad spur from Newburg to Ft. Wood.

Turn around in the driveway of the house just beyond the bridge and at the foot of a steep grade. Return the same way. Watch for Blue Herring and Wild Turkey setting along the banks of the Big Piney River, known for gentle float experiences, goggle-eye, small bass and cat fishing.

6.8 (26.4) The bluffs above you are known as the "Sugar Bowls", due to the shape of the bluffs.

7.3 (25.9) Turn left to cross the 1923 steel bridge and the Big Piney River.

7.5 (25.7) This is the community of Devil's Elbow. The River Inn (look left) is on the former site of the Devil's Elbow Café which was the post office from 1933-1941. This postcard pictured describes the café as "where the main street of America (US Hwy 66) winds its way through one of the most scenic areas in the Ozark region." Look left at this corner to see Sheldon's Market and Post Office. It was built in 1954 and called Miller's Market (Dorothy and Jiggs Miller). The large building next to Sheldon's was McCoy's Store and Camp, built in 1941 with a store on the ground floor and sleeping rooms upstairs. The post office was here from 1941 until 1954. To the left along the bluff line, you can see the "Sugar Bowl" bluffs from afar.

8.0 (25.2) Scenic Overlook affords a view of the valley and another look at the Frisco spur wooden railroad trestle that leads to Ft. Wood.

8.9 (24.3) Left onto the original "new" Route 66 pavement. This is some of the best 1943 curbed pavement in the state. The half curb was designed to keep autos on the road but, often as not, would tip them over. This area is called Grandview.



Munger-Moss Sandwich Shop



Miller's Market

Devils Elbow and Hooker

The hamlets of Devil's Elbow and Hooker became well known with the rise of the sporting clubs in the 1890s. The Ozarks and, 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.

Devil's Elbow was named by the tie rafters who floated railroad ties cut in the forests upstream by tie hackers. The tie rafts were sometimes over a mile long and could not make this bend. Hooker was named after John L. Hooker, local woodsmen 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.



10.0 (23.2) Stop sign at Hwy Z and Hwy 28 overpass. Continue straight on Historic 66.

12.4 (18.8) The legs of the water tower you see to your right in the distance point to the three rivers in Pulaski County, To the south, Big Piney, to the North, the Gasconade and to the West, the Roubidoux River.



Historic Rt 66 & Missouri Ave. (Fort Wood Spur)

12.9 (20.3) At the stoplight, Fort Leonard Wood is two miles to the left on Missouri Ave. (Please see Historic Fort Leonard Wood Driving Tour that begins on page 7.) Begun in 1940, the installation covers 60,000 acres. There are three excellent indoor museums and an outdoor museum of restored WWII buildings. Also on the left from the stop light, in the City Municipal Center, you will find the City of St. Robert Museum, which tells the story of the construction and growth of the City of St. Robert. Then our route continues straight ahead. You may also want to take the Fort Leonard Wood Driving Tour featured in this brochure.

13.1 (20.1) Is Reed Park, home to a Desert Storm M-60 Tank

13.6 (19.6) The Ranch Motel (look left) was built in the 1940s. It has since been “rocked”.

14.0 (19.2) Jody’s Café was located to the right of Mid Missouri Motors. This was popular among the many soldiers training on Fort Leonard Wood in the 1960s.

15.8 (17.4) To your right, on the hillside is W.H. (Waynesville Hill) Croaker. When the State of Missouri widened the Waynesville Hill, residents thought the rock resembled a frog and a local tattoo artist painted it. Military groups maintain the frog periodically. Frog Fest is an annual festival held in May in celebration of the Waynesville Frog.

16.0 (17.2) During the month of December you will see, on the hill in front of you, a large nativity scene which is lit up during the annual “Christmas on the Square”.

Ranch Motel



16.3 (16.9) Junction of Rt 66 and Hwy 17. You are entering the Ozark town of Waynesville, the county seat of Pulaski County. You may want to park your vehicle. There are several historic buildings on the square, that are available to tour.

•**Old Stagecoach Stop** (east side of Square). Built in the 1850s, this double-pen log building served as a stage way station and post office. During the Civil War, it was commandeered by the Union Army for a hospital as they built a fort on the hill south of the square. After the war, it was a hotel, private residence, and boarding house. It fell into severe disrepair and was condemned by the City in 1982. Citizens rallied and saved this oldest building in Pulaski County and have restored it to a succession of periods in its 140 year history. There are brochures in the mailbox beside the right door. This building is listed on the National Register of Historic Places. This museum is open Saturdays, 10AM-4PM, April through September.

•**Talbot House** (.5 block north of the Stagecoach Stop) was built in 1876 and was the home of Dr. Charles Talbot (His office is located on the west side of the square next door to the Rigsby House). This home also served as a boarding home for telephone operators, teachers and law officers and currently operates as an antique shop.

•**Old Courthouse Museum** (On square) Built in 1903, the courthouse served the citizens of the county until 1989. Several rooms display items from county history, the original courtroom, as well as a piece of the World Trade Center that fell during 9/11. Governor John Ashcroft signed House Bill 1629 into law that designated Route 66 an historic roadway in 1990 in front of the courthouse, one of three located along Historic Route 66. Missouri was the first state to take



Historic Rt 66, Waynesville

legislative steps toward preserving the “Main Street of America.” The courthouse is also listed on the National Register of Historic Places. This museum is open Saturdays, 10AM-2PM, April through September.

•**Rigsby House** (west side of square, currently Café Italia), much of this log home retains its early 20th century charm. Over the years the Rigsby House has served as a restaurant and gift shop.

•**Rt 66 and Benton Street** (Currently Hair on the Square) was originally the Rigsby Standard Oil Station on Rt 66.

•**Home Place Mercantile** (southwest corner, currently a bonding company), served as a bank and mercantile.

At this point, resume tour by vehicle.

16.4 (16.8) Turn left at the stoplight (Up Benton Street).

16.5 (16.7) A fort site marker (.01 to the left on Fort Street) designates the site of the Union fort, 1862-1865. Built and garrisoned by the 5th Missouri State Militia, under the command of Col. Albert Sigel, it guarded wagon trains traveling the Wire Road from Rolla to Springfield. It was also charged with “clearing the surrounding country of guerrillas.”

16.6 (16.6) Scenic overlook to the right, park at the top of the hill (16.7) and walk down to this gorgeous view. The view to the left is of the Waynesville Valley and Interstate 44, below is the Roubidoux Spring and underwater cave, straight ahead in the clearing, during the early 1900s, settlers held their county fair and along the Roubidoux River is the Trail of Tears encampment. Continue back down Benton Street and turn left at the stoplight.

16.9 (16.3) Victory Pub (on left). Built in 1942 by George "The Greek" Morris (who changed his name after immigration), it continues to be run by a member of the family.

17.1 (16.1) Laughlin Part at the Roubidoux Spring is a certified site on the National Park Service, National Historic Trail.

17.4 (15.8) Retrace to stop sign, turn left onto Historic 66 and cross the 1923 concrete bridge across the Roubidoux Creek.

17.6 (15.6) Memorial Chapel of Waynesville, formally Bell Hotel, is on your right. Robert A. Bell, a local lawyer and judge, expanded the family home as a hotel in 1925 to accommodate the expected tourist trade to come on Route 66. It operated until 1937 and advertised "Every Facility for the Traveler's Pleasure. Old Southern Hospitality." The small building in front of the current funeral home was Bell's Sinclair filling station. There was also a garage and several cabins.

17.7 (15.5) Bohannon Café Garage (Currently Ed Wilson Garage, left), was built in 1934 and has recently been remodeled.

If you are enjoying the drive during the spring you will notice the beautiful trees with white blooms along the roadway, these are Bradford Pears. You will notice several Mimosa trees, with large palm like leaves and brilliant pink flowers. The "hazy" white blooming trees are dogwood, Missouri's state tree and the bright purple trees with character are Red Buds. Fall colors are brilliant, with the deep reds of the Maples and brilliant yellows of the Oak tree.

22.7 (10.5) Turn left and go over I-44 at stop sign at the former Witmor Farms Restaurant. This area was originally called Pleasant Grove but was renamed Buckhorn after the Buckhorn Tavern where stagecoaches on the Wire Road stopped. There was a large pair of antlers on the sign over the door to the tavern.

22.9 (10.3) Pleasant Grove Church (left) was built in 1926.

23.2 (10.) Pleasant Grove Cabins and Sinclair Station (left), built around 1932, was later bought by the Bell family, who renamed it Bell Haven Court. The drive-under canopy of the filling station has been enclosed.

23.8 (9.4) Hillcrest Groceries & Station (left), 1932, pumped KanOTex gas. The native rock building on the left was the station, on the right was the grocery store.

24.5 (8.7) Turn right on County Road P. We are going to take the original route here, through Laquey (pronounced "Lakeway").

25.3 (7.9) House and store (left) built by Columbus Parsons in the 1890s. In 1898, Parsons and John L. Laquey requested that the DeBruin post office in Colley Hollow, a few miles to the north, be relocated to Parsons' Store, later named Laquey Market on old 66. Citizens chose to name the community and Post Office Laquey after John L., whose political influence secured the relocation.

At the three way stop turn left on County Road AA

25.9 (7.3) Parsons Cemetery on left.

26.1 (7.1) Idumea Church and graveyard visible on right down country lane. It was established (1872) by Cyrus Parsons and the first building was built in 1876.

26.9 (6.3) Turn right on County Road AB. We are back on the "New" paved version of the Mother Road.

29.3 (3.9) Spring Valley Court (left) was established early, about 1929, with four rock cabins and the foreground rock shower house. The remodeled house was the store and cafe. Below the house is a spring where travelers would water their horses and, later, their autos.

31.4 (1.8) Central Motel & Station (right) buildings remain on the site of an older settlement known as Dadtown. "Dad" and Betty Lewis established a grist mill and general store here in the early 1900s. The first silent movies seen in the area where shown in a tent.

33.1 (.01) The Gascozark Trading Post (left) was originally Caldwell's Café (plus store/station) & Court with four cabins. On the right is the Gascozark Café, built by Frank A. Jones. Handmade baskets and other Ozark souvenirs were in plentiful supply. .01 on the left is Spring Road which leads to the 1930s, Gasconade Hills Resort, still in operation today. (Approximately 1 mile). The original lodge and cabins still remain.

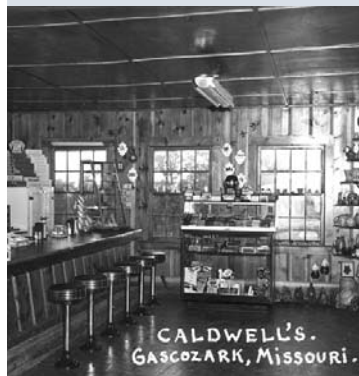
33.2 (0.0) From Gascozark, travel .1 mile to Hwy 133 and the intersection of I-44. This is the end of the Route 66 Tour. I-44 East will take you back to Waynesville or you can take the Frisco tour via Hwy 133, reading the Frisco Tour notes starting at the end of the loop.

Text by Jan and Terry Primas.

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

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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 Indians. "Ozark" literally means "to the Arkansas."

Frisco Railroad

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. It began in 1855 as the South-west Branch of the Pacific Railroad, starting at Franklin (present Pacific) and track was laid as far as Rolla by 1860. The Civil War brought further construction westward to a halt. Loaded with debt, the South Pacific Railroad Co. was incorporated in 1868 to complete the work. More reorganization created the St. Louis-San Francisco Railway Co. – the Frisco.

Some grading and tunneling had been done near what is now the front gate to Ft. Wood. When construction was resumed, it was determined that the “high road” was preferable. The “low road,” through Waynesville, was laced with deep valleys and deep mud, often referred to as quicksand. There weren’t any towns along the high road route – yet. 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 witch 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. The Frisco merged with the Burlington Northern in 1980.

Today, History Route 66 is the perfect afternoon drive that promises natural beauty, preserved history, landmarks and scenic overlooks.

0.0 Start at I-44 overpass Exit 163. Set trip meter at the 3 way stop, go north on Hwy 28.

4.8 Gasconade River and grade known as Dixon Hill

6.7 The Point Restaurant (left), located at Portuguese Point, enjoy this beautiful scenic overlook of bluffs and the Gasconade River. You might even spot an eagle! This area was named after an Indian 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.



Frank’s Switch – Dixon, MO

Enter the Frisco town of Dixon.

12.8 Frisco Railroad underpass. Turn left onto 2nd Street. This is where the town developed along the railroad tracks. At 2nd and Elm stood the community well/gazebo (right foreground, below) there was a gathering place for civic events.

13.1 Pine and 4th Street (Hwy C/133). Turn left.

13.4 To the left is the Dixon City Park and walking trail.

14.8 The Frisco tracks are visible on the left.

18.5 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 Stop sign. Go left and continue on Highways 17/133. Crocker continues to pay respect to its railroad origin with two Frisco artifacts; the Frisco Caboose and Frisco Railroad Museum.

25.3 A Frisco caboose is in Frisco Park along the railroad track on left. One block to the right is the relocated and restored Frisco Depot Museum, which is open by appointment. This museum was the original depot which was the last in Pulaski County and served as the mail pickup and drop-off for the county. The depot is



Crocker, MO – Frisco Park



Dixon, MO – 2nd & Elm

now home to relics of the “Frisco Days”; antiques, photographs and old train logs.

26.1 The Crocker City Park and walking trail is .25 miles to the right. Enjoy a walk along the trail of prairie flowers, grasses and pond.

26.8 Commercial Street, Hwy 17, goes south to the square in Waynesville and I-44. Route 133 goes right and through the Frisco communities of Swedeberg and Richland. You may continue on your tour going west on Hwy 133 (see p. 8) or the shorter route continues below.

Shorter Route:

29.0 This area is known as Bear Ridge, due to the numerous black bear that roamed the forest.

29.8 to 32.5 Scenic overlooks of valley on the right.

33.9 The bluff in front of you is called Pike’s Peak and was often photographed for postcards.

34.3 Cross the Gasconade River. Its confluence, the Roubidoux Creek is just to the right.

34.5 Pikes Peak Bluff and Cave (on left), 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 Stop sign. A left turn will intersect I-44 in 1.5 miles, or enjoy the museums on the Waynesville Square, to your right.

Original Tour 2:

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

28.9 Schlict Springs River Access on left. Schlict 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 then traveling by hack (wagon) to the resort. Nearby is the site of another popular resort on the Gasconade, Cave Lodge. (The drive to Schlict Springs is an additional 3.6 miles. Cross the railroad tracks continue on the chat road, stay to the right. When the road forks, stay towards the left. The valley to your right with ponds is the private resort area, Schlicht Springs River access is ahead).



Schlicht Springs – Crocker, MO

30.6 Swedeberg came upon the scene as a result 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 and 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 Hwy T intersection. Railroad crossing and old town is .1 mile to the left. A section house for track maintenance was located here in 1872. Swedish immigra-

tion swelled the population and in 1883, the community had a post office and adopted the name of Swedeberg. The next year a railroad depot was built. The town had at least two major fires and was hit by two tornados (1927 and 1937).

37.1 City limit of Richland. Junction with Hwy 7. Go straight ahead on Hwy 133.

38.0 Shady Dell Park (turn left) contains a ball field, a Burlington Northern caboose and a swimming pool & the Jerimah Pulling track which fetures several ATV Rodeos, Demolition Derbys and, in August, the National Outlaw Truck Pulls. Monthly family activities and festivals are held in the park. At top of hill turn right, then turn right on Miller St.

38.3 Turn left onto Jefferson/Hwy 7/Hwy 133.

38.7 Stoplight. Junction with Hwy 7 again, then ahead.

38.8 First (United) Methodist Church on right. Organized in 1870 in the Frisco Depot. A wooden building was constructed in 1878 on this site and the current brick church in 1925. Bicentennial Mural is located diagonally across Pine Street. Painted in 1976 by the Richland Art Guild, it celebrates Fred Manes (center foreground), who was the village blacksmith for over 75 years.

38.9 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, it is still operated by family members.

38.9 Bohannon’s is across the tracks. There used to be a large grain elevator to the left of the building.

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

43.1 Gasconade River. The river is reputed to be one of the “crookedest” in the world, rising and emptying entirely within the state. 265 miles long, it is the longest river in the state.

45.1 Intersection with I-44. County Road AB, across the overpass is Historic Route 66 at Gasozark (page 4)

Text by Jan and Terry Primas.

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

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Intersection of Pine & McClurg – Richland, MO

Fort Leonard Wood

Fort Leonard Wood is home to the Army's Maneuver Support Center which trains over 50,000 engineering, chemical defense and military police enlisted soldiers each year. Named after General Leonard Wood, an Army surgeon, the post opened in 1941. At the close of WWII the post also closed, reopening in 1946.

Many soldiers have trained over the years, Fort Leonard Wood has grown and prospered. No longer "Fort Lost In the Woods", the fort has expanded by welcoming divisions of the Marines, Navy and Air Force.

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:

Joint Services Park: 30 minutes

Museums: 1.5 to 3 hours

WWII Restoration Area: 1 - 2 hours

Soldiers Memorial Park: 30 minutes

Stone Mill Spring: 45 minutes

One-room School: 10 minutes

Trail: 1 hour



Fort Leonard Wood Main Gate 1950s

0.0 Start Here. At the Sverdrup Gate (The main Gate on Missouri Avenue) set trip meter where traffic merges into two lanes after the check point.

You are heading south on Missouri Ave.

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, Iowa, the site for the new training center was moved to south central Missouri. In the first days of 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.

2.0 Look to the right and you will see the Ike Skelton House. Constructed in 1941; this

building housed the post's Red Cross Office for 58 years. In 1999, it was converted to VIP Guest Quarters and named in honor of Rep. Ike Skelton.

2.1 Next door is the Old Post Headquarters completed in May 1941, during the original construction of Fort Leonard Wood this building housed the post headquarters until 1989. Since that time, it has accommodated many installation organizations.



Post Headquarters

2.2 At the intersection of Missouri Ave. and North Dakota is the Joint Services Park which was established in honor of all branches of the military that train on Fort Leonard Wood. Continue through the intersection. Turn left and park behind the park. Leave the parking lot by turning right onto Missouri Ave.

2.4 Turn left at the stoplight onto North Dakota.

2.7 Turn left onto Iowa Ave. You will see the Soldiers' Memorial Chapel on your left and the old Chapel which is currently used as offices on your right.

3.1 Baker Theater is on your left.

3.2 On your left is Gammon Field. This is used as the Posts' main parade field since 1941. This ground is named in honor of Staff Sergeant Archer T. Gammon, Company A, 9th



Nutterfield House

Armored Infantry Battalion, 6th Armored Division, who posthumously received the Medal of Honor for heroism in World War II. Over 3 million soldiers have graduated on Gammon Field. Notice the white bridge. This bridge is made of 100% recyclable plastic and weighs 1/3 of the weight of a normal bridge.

3.7 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, 25th Armored Engineer Battalion, 6th Armored Division, who posthumously received the Distinguished Service Cross for heroism in World War II.

3.9 Abrahms Theater is on your left and is used as a theater and meeting area. Turn left onto South Dakota.

4.5 On your left is the Fort Leonard Wood Museum Complex. Finished in 1970, this hall was originally constructed to serve as a service club for soldiers, known as Walker Recreation Center. It is now home to the museums for the engineer, chemical warfare and military police. Learn about history while viewing walk-through displays, life-like exhibits and decommissioned military equipment which showcase the heritage of the who train here. The museum is open from 8-4 Monday through Friday and Saturdays 10-4, not including holidays. The museum is free to the general public. Exit the museum parking lot by turning left, then turn right onto Nebraska Ave.

4.7 Turn right into the WWII Mobilization Area, which is part of the Museum complex. This area includes restored buildings from a company training area built and used during World War II. This locale also includes a chapel used by black soldiers who trained on the post at that time. Also featured are replica barracks of the German POWs who were housed at Ford Leonard Wood. The buildings are open for tour.

4.8 Memorial Grove and Park is located to the left, behind the WWII Area. The stones and plaque in the Memorial Grove and Park honor soldiers and units of the Chemical and Military Police Corps. The memorials were moved to Fort Leonard Wood from Fort McClellan Alabama, as part of the relocation of the



Joint Services Park

Chemical and Military Police Schools in 1999. A half mile walk winds through this beautiful park. Exit Memorial Grove and WWII Mobilization Area parking lot by turning left onto Nebraska Ave.

5.00 Intersection of Nebraska Ave. and South Dakota. At this point you may continue on to the Extended Tour which includes the golf course, walking trails and the one-room schoolhouse or you may continue with the Mini Tour to the right.

Extended Tour

Includes walking trails and one room school.

5.0 Turn right onto South Dakota Ave. Follow road, then turn right on Piney Hills Road.

6.0 Turn to right onto FLW 25.

7.2 Turn right on FLW 26 and cross one-lane bridge to golf course.

7.5 Piney Valley Golf Course Club house. 18 hole golf course. Open to the public. Continue on FLW 26 past the golf course.

8.9 Turn right onto dirt road.

9.7 Stay to the right for parking area. Stone Mill Spring is approximately a .25 mile walk. With a flow of 18 million gallons of water a day, the spring provides excellent fishing. It is stocked with over 3,000 lbs. of rainbow trout per year. The site is named for a historic mill that began operation in the 1880's. Leave the parking area the way you came in.

11.1 Turn left onto FLW 26. Go past the golf course, across the one lane bridge.

12.1 At intersection turn right.

12.4 On your left is the Rolling Heath One Room School. 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. There is a trail behind the school that leads through the woods approximately 1 mile. Exit by turning left onto FLW 25.

13.8 Happy Hollow Picnic area is located on the right approximately 1 mile. Exit the picnic area, turn right onto FLW 25, turn left onto Piney Hills Road, left onto South Dakota.

17.8 At the intersection of South Dakota and Nebraska Ave. Turn right.

18.8 The PX (Post Exchange), is on your left. The interior hall outside the PX offers a food court and specialty shopping which are open to the public.

18.9 The Commissary is on your left.

19.1 Turn left onto North Dakota.

19.3 Turn right onto Missouri Ave. The General Leonard Wood Army Community Hospital is on your right. The present facility, completed August 15, 1965, is a six-story structure, comprises 450,000 square feet of clinic and ward space. The hospital also includes a chapel, post exchange/snack bar, patient and medical libraries. The original United States Army Hospital built at Fort Leonard Wood was a cantonment style hospital (a hospital with many different buildings and no hallways linking them), comprising over 2,000 beds, was operational from 1941 until 1965.

19.5 Currently MANSZEN is located on the land that was home to the original hospital.

20.7 Exit Fort Leonard Wood.

Mini Tour Continued...

5.0 Continue on Nebraska Ave.

5.5 The PX (Post Exchange) is on your left. The interior hall outside the PX offers a food court and specialty shopping which are open to the public.

6.1 The Commissary (Grocery Store), is on your left.

6.3 Turn left onto North Dakota.

6.5 Turn right onto Missouri Ave. The General Leonard Wood Army Community Hospital is on your right. The present facility, completed August 15, 1965, is a six-story structure, comprises 450,000 square feet of clinic and ward space. The hospital also includes a chapel, post exchange/snack bar, patient and medical libraries. The original United States Army Hospital built at Fort Leonard Wood was a cantonment style hospital (a hospital with many different buildings and no hallways linking them), comprising over 2,000 beds, was operational from 1941 until 1965.

6.7 Currently MANSZEN is located on the land that was home to the original hospital.

8.9 Exit Fort Leonard Wood.

Scenic Drive:

Waggoner Gate (West gate to Fort Leonard Wood). I-44 Exit 156, south on Hwy H to Waggoner Gate Approximately 5 Miles of breath taking views of the Ozark Mountains.



Mansen

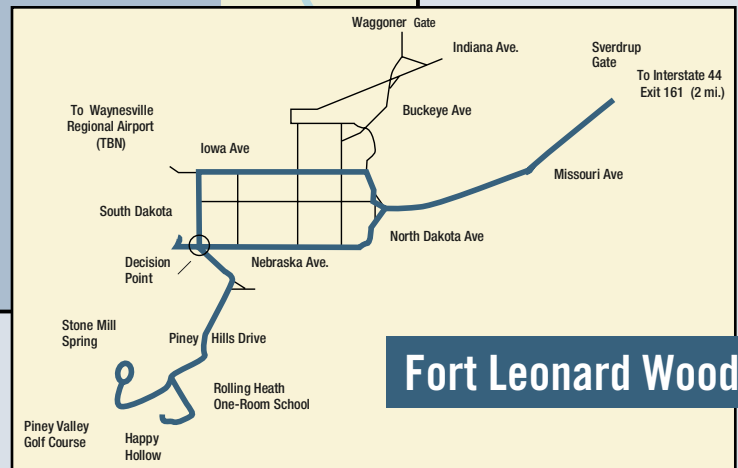
Vintage postcards from the Terry Primas collection.

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

- Route 66 Tour
- Frisco Railroad Tour



Fort Leonard Wood

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. For well over 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. Over 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 just over 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 now contains an engineering school, military police school, chemical warfare training, as well as basic training. The fortunes of the county are closely tied to Fort Leonard Wood. With its expanded mission, it will be important to training for the national defense well into this century. Pulaski County remains a rural Ozark area but with a global influence from Fort Leonard Wood.

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 the 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 of 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 I-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.

St. Robert

The area now occupied by St. Robert had been known as Gospel Ridge from the 19th to the mid-20th century. Its location at the intersection of U. S. 66 and the entrance to Fort Leonard Wood made this area a strip of bars, services, and other entertainments for the troops being trained at the fort. 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. St. Robert today is a calmer village with a wide range of businesses.

Crocker

As the 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 continued to grow in 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 2nd 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.

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. A source of pride was the establishment, also in 1870, of the Richland Institute, a private academy, whose shareholders were the members of the community. The foundation of a growing and prosperous community had been laid. Other small unincorporated communities include Laquey, Devils Elbow, Buckhorn, Hancock, Swedeborg, Hawkeye, Franks, Big Piney and Palace.

Pulaski COUNTY

Home of Fort Leonard Wood

We hope you enjoy our historic and scenic auto tours.
Here are other activities for your pleasure.

- ★ Over 1,400 motel rooms
- ★ Military Police, Engineer and Chemical Museums
- ★ WWII Building Complex
- ★ Canoe Trips on the Gasconade and Big Piney Rivers
- ★ Trout fishing along the Roubidoux River
- ★ Quaint antique shops
- ★ Relive the Civil War era to the 1950s while touring the Old Stagecoach Stop
- ★ Step back in time at the Pulaski County Courthouse Museum
- ★ Fish at a “pay” lake where you’re bound to be lucky!
- ★ Ethnic and American restaurants
- ★ 3 Scenic golf courses
- ★ Crystal clear springs
- ★ Trail of Tears
- ★ Frisco Museum

FOR MORE INFORMATION VISIT

Pulaski County Tourism Bureau
137 St. Robert Blvd • St. Robert, MO 65584

Phone: 573-336-6355
Toll Free: 1-877-858-8687
e-mail@VisitPulaskiCounty.org
VISIT OUR WEB SITE AT:
www.VisitPulaskiCounty.org

Provided by the Pulaski County Tourism Bureau.



DISCOVER THE HISTORIC ROADS AND SITES OF *Pulaski County*

Historic Auto Tours



★ ROUTE 66 ★

★ FRISCO RAILROAD ★

★ FORT LEONARD WOOD ★

Pulaski
COUNTY

Home of Fort Leonard Wood