

**United States Department of the Interior**  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

Historic name Devil's Elbow Historic District  
 Other names/site number N/A  
 Name of related Multiple Property Listing Route 66 in Missouri

## 2. Location

Street & number <u>Timber Lane: 12175, 12177, 12198; Teardrop Lane: 21050, 21104, 21141, 21150</u>	<u>N/A</u>	<u>not for publication</u>
City or town <u>Devil's Elbow</u>	<u>N/A</u>	<u>vicinity</u>
State <u>Missouri</u> Code <u>MO</u> County <u>Pulaski</u> Code <u>169</u> Zip code <u>65457</u>		

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,  
 I hereby certify that this    nomination    request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.  
 In my opinion, the property    meets    does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:  
   national    statewide    local  
 Applicable National Register Criteria:    A    B    C    D

Signature of certifying official/Title Toni M. Prawl, Deputy SHPO Date \_\_\_\_\_  
Missouri Department of Natural Resources  
 State or Federal agency/bureau or Tribal Government

In my opinion, the property    meets    does not meet the National Register criteria.  
 Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_  
 Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:  
   entered in the National Register    determined eligible for the National Register  
   determined not eligible for the National Register    removed from the National Register  
   other (explain:) \_\_\_\_\_  
 Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

Devil's Elbow Historic District  
Name of Property

Pulaski County, MO  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only **one** box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

<input checked="" type="checkbox"/>	Private
<input checked="" type="checkbox"/>	public – Local
<input type="checkbox"/>	public – State
<input type="checkbox"/>	public – Federal

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
9	2	buildings
0	0	sites
2	0	structures
1	1	objects
12	3	<b>Total</b>

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

**Current Functions**  
(Enter categories from instructions.)

Commerce/Trade: specialty store

Commerce/Trade: specialty store

Domestic: hotel, camp

Domestic: single dwelling

Transportation: road-related

Transportation: road-related

Vacant

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

**Materials**  
(Enter categories from instructions.)

Other: vernacular

foundation: Stone, concrete

walls: Stone, wood

roof: asphalt

other: steel (bridge), asphalt surface (road)

NARRATIVE DESCRIPTION ON CONTINUATION PAGES

Devil's Elbow Historic District  
Name of Property

Pulaski County, MO  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

**Areas of Significance**

- Architecture
- Commerce
- Engineering
- Transportation

**Period of Significance**

1926 – 1955

**Significant Dates**

1926

**Significant Person**

(Complete only if Criterion B is marked above.)

n/a

**Cultural Affiliation**

n/a

**Architect/Builder**

Miller, Jiggs

Graham, Walter

McCoy, Charles O.

Missouri Highway Department

Riley-Bailey Construction Company

**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

Devil's Elbow Historic District  
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**10. Geographical Data**

**Acreeage of Property** 3.3 (approximate)

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

1	<u>37.850025</u> Latitude:	<u>-92.064469</u> Longitude:	4	<u>37.844933</u> Latitude:	<u>-92.062506</u> Longitude:
2	<u>37.846339</u> Latitude:	<u>-92.061862</u> Longitude:	5	<u>37.845278</u> Latitude:	<u>-92.061587</u> Longitude:
3	<u>37.846492</u> Latitude	<u>-92.060811</u> Longitude	6	<u>37.845915</u> Latitude	<u>-92.061386</u> Longitude

**UTM References**

(Place additional UTM references on a continuation sheet.)

\_\_\_\_\_ NAD 1927 or \_\_\_\_\_ NAD 1983

1 \_\_\_\_\_  
Zone Easting Northing

3 \_\_\_\_\_  
Zone Easting Northing

2 \_\_\_\_\_  
Zone Easting Northing

4 \_\_\_\_\_  
Zone Easting Northing

**Verbal Boundary Description (On continuation sheet)**

**Boundary Justification (On continuation sheet)**

**11. Form Prepared By**

name/title Ruth Keenoy, Preservation Specialist  
organization \_\_\_\_\_ date September 5, 2016  
street & number 5229 Oleatha Avenue telephone 314-637-6441  
city or town St. Louis state MO zip code 63139  
e-mail rdkeenoy@gmail.com

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:**
  - A **USGS map** (7.5 or 15 minute series) indicating the property's location.
  - A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Devil's Elbow Historic District

Pulaski County, MO

Name of Property

County and State

## Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

## Photo Log:

Name of Property: **Devil's Elbow Historic District**

City or Vicinity: **Devil's Elbow**

County: **Pulaski** State: **MO**

Photographer: **Ruth Keenoy**

Date

Photographed: **May 15, 2015, December 18, 2015 (May 2015 photos verified in December 2015)**

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 12: Munger-Moss Sandwich Shop; view is northwest.
- 2 of 12: Devil's Elbow Bridge and Route 66; view is northeast.
- 3 of 12: Route 66 (from intersection with Timber Lane); view is south.
- 4 of 12: Devil's Elbow (from Route 66); view is east.
- 5 of 12: Sign, former Devil's Elbow Café site; view is southeast.
- 6 of 12: Pump house, former Devil's Elbow Café' site; view is northeast.
- 7 of 12: Miller's Market; view is northwest.
- 8 of 12: McCoy's Market/Hotel; view is northeast.
- 9 of 12: Hiawatha Lodge; view is southeast.
- 10 of 12: Graham's Camp, sign and office/dwelling; view is northeast.
- 11 of 12: Outbuilding, Graham's Camp; view is northeast.
- 12 of 12: Noncontributing outbuilding, Graham's Camp; view is southeast.

## Figure Log:

(Figures on continuation pages at the end of the nomination).

- Figure 1. Location Map, Devil's Elbow, Missouri (Pulaski County)
- Figure 2. Devil's Elbow Historic District Map
- Figure 3. Map, Route 66, c. 1926
- Figure 4. Missouri Highway Map, 1924
- Figure 5. Graham's Camp / Devil's Elbow Post Office
- Figure 6. Current view (southeast) of property associated with Graham's Camp/Resort
- Figure 7. Hiawatha Lodge in 1953 when the building supported a local hardware store
- Figure 8. West of Devils Elbow Historic District, scenic overlook and stone wall constructed by WPA
- Figure 9. Devil's Elbow Café, 1931
- Figure 10. Pump House, Devil's Elbow Café
- Figure 11. Munger-Moss Sandwich Shop
- Figure 12. Devil's Elbow Bridge, c. 1930
- Figure 13. McCoy Family in front of McCoy's Market/Hotel
- Figure 14. Devil's Elbow, 1942
- Figure 15. Dorothy McCoy in front of sign near Devil's Elbow Café
- Figure 16. Postcard of Miller's Market
- Figure 17. Current sign, site of Devil's Elbow Café
- Figure 18. Sign, Graham's Camp

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Devil's Elbow Historic District
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Route 66 in Missouri
Name of multiple listing (if applicable)

## Introduction

Devil's Elbow Historic District is located in eastern Pulaski County, Missouri, approximately five miles northeast of Fort Leonard Wood and approximately 0.9 mile south of Interstate-44 (**Figure 1**). The district's setting is rural. The community is located on the north and south banks of the Big Piney River, connected by Devil's Elbow Bridge, constructed in 1923. Surrounding the community is the Mark Twain National Forest. Devil's Elbow Historic District incorporates buildings utilized commercially during the period of significance, 1926 – 1955. The period of significance begins with the origination of Route 66 as a federal highway (1926), extending through 1955, defined as the end of the road's "golden years," during which time Route 66 supported a postwar boom in tourism.<sup>1</sup> Two buildings remain in use commercially – Miller's Market and the Munger-Moss Sandwich Shop (currently Elbow Inn). Route 66 extends through the heart of the district, crossing Devil's Elbow Bridge. Both the road (Route 66) and the bridge are contributing features of the district. Munger-Moss Sandwich Shop (Elbow Inn) is situated at the north end of the district; Graham's Camp is the southernmost property in the district. The district's boundaries end with these properties (Munger-Moss Sandwich Shop and Graham's Camp), connected by Route 66 which is a contributing resource. The boundaries encompass the commercial community of Devil's Elbow and exclude non-contributing properties that fail to reflect the historical significance of Route 66/Devil's Elbow Historic District. For example, as Route 66 extends north, the area becomes associated with another small community, Hooker's Cut. The road's path south of Graham's Camp is populated by numerous contemporary dwellings that fail to contribute to the district. Within the district, Timber Lane intersects Route 66 on the south side of the river. Devil's Elbow's post office, Miller's Market, McCoy's Hotel and Hiawatha Lodge are all situated along this road that flanks the Big Piney River. Both Timber Lane and Route 66 (currently named Teardrop Road) are paved with asphalt and void of shoulders, curbs, gutters and sidewalks. The district meets National Register Criteria A (commerce, transportation) and Criteria C (architecture, engineering). The district is locally significant, nominated under the *Multiple Property Documentation Form: Route 66 in Missouri* (NRL 2008). The associated context is "Automobile Tourism and Roadside Commerce, Route 66 in Missouri, 1926 – 1981). There are 15 properties within the district. Twelve are contributing and three are non-contributing. These properties are identified in **Table 1**, below.

## Setting

Devil's Elbow is situated in the heart of the Mark Twain Forest, an area of approximately 1.5 million acres supported by 29 counties in southwestern Missouri.<sup>2</sup> Devil's Elbow has long been a

<sup>1</sup> Deb Sheals and Becky Snider, "Route 66 in Missouri Survey and National Register Project" (Unpublished, January 14, 2003), [42].

<sup>2</sup> "Mark Twain National Forest," U.S. Department of Agriculture, Available at: <http://www.fs.usda.gov/mtnf> (Access date: 29 August 2016).

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recreational attraction. By the early 1900s, many came to fish and hunt, despite Devil Elbow's remote location and lack of direct access.<sup>3</sup> The Big Piney River, which extends through Devil's Elbow, is flanked by magnificent limestone bluffs. This stunningly beautiful region of the Ozarks led to the establishment of the Mark Twain National Forest in 1939, which incorporates the landscape surrounding Devil's Elbow. By the 1940s, Missouri's State Planning Commission touted Devil's Elbow and the Big Piney River as "one of the seven beauty spots of Missouri."<sup>4</sup> Although Route 66 was not the stimulus for eastern Pulaski County's recreational appeal, it provided an outlet to showcase the area's natural attractions and fostered commercial development in Devil's Elbow throughout the period of significance. Extant buildings, the original road and bridge that reflect Devil's Elbow's era of expansion triggered by Route 66 are within the boundaries of the historic district. These resources are identified in Table 1, below.

**Table 1. Properties in Devil's Elbow Historic District**

Property Name	Property Address	C / NC
Route 66 (Teardrop Road)	Devil's Elbow, Pulaski County	C
Devil's Elbow Bridge	Piney River/Route 66	C
Graham's Camp	21150 Teardrop Road. Includes house (C), sign (C), outbuilding (C) and barn (NC)	C-3 NC-1
Miller's Market/Post Office	12175 Timber Lane	C-2
McCoy's Store/Hotel	12177 Timber Lane	C
Site of Devil's Elbow Café	21104 Teardrop Road. Includes sign (NC), pump house (C) and building (NC)	C-1 NC-2
Hiawatha Lodge	12198 Timber Lane. Includes lodge/house (C) and garage (C)	C-2
Munger-Moss Sandwich Shop	21040 Teardrop Road	C

**Integrity Discussion**

Devil's Elbow retains a significant number of resources associated with Route 66 in Missouri. The properties that best illustrate the community's commercial associations with Route 66 are those that retain sufficient integrity to illustrate this association. Some properties in the district have been altered in recent decades, as is the case for Hiawatha Lodge. Other parcels have been modified due to building loss and/or replacement, such as the site of Devil's Elbow Café. There are also properties that illustrate evidence of deterioration, as in the example

<sup>3</sup> Terry Primas, *Route 66 in Pulaski County* (pending publication, draft 2015), 49.

<sup>4</sup> Works Projects Administration, *Missouri The WPA Guide to the a "Show Me" State* (St. Louis: Missouri Historical Society Press, 1998, reprint, originally published 1941), 416.

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of McCoy's Hotel. Even so, these properties continue to illustrate, very strongly, the impact of Route 66 and the original associations that the businesses had with the road in relation to tourism, as well as the years leading up to World War II when Fort Leonard Wood brought an economic boom to the region. The district additionally reflects the postwar years when Route 66 served as a tourist attraction. Although Pulaski County supported a new segment of Route 66 that bypassed the tiny community by the 1940s, tourists continued to frequent the original alignment, drawn to Devil's Elbow for its curious name, beautiful landscape and lodging/dining options.

Devil's Elbow Bridge was constructed in 1923, served Route 66 beginning in 1926 and closed in 2013 due to structural safety concerns (**Figure 12**). The bridge was rehabilitated and opened again to automobile traffic in 2014 (**Photo 2**). Though some elements, such as the approaches have been replaced, the structural design of the bridge's Parker through truss is original and the bridge has been restored in its original location on Route 66. As stated in the associated MPDF, "a reduced material integrity due to routine maintenance [or] replacement . . . does not render a property type ineligible if other aspects retain sufficient integrity to convey the bridge's period and method of construction."<sup>5</sup> Such is the case for Devil's Elbow Bridge, which retains its major composition, materials, design, site and setting (including Route 66, which the bridge supports) as originally planned in the 1920s.

Hiawatha Lodge (**Photo 9**) originally had exposed exterior log walls and open porches (**Figures 7 and 14**). In recent decades, the property has been modified with enclosure of porches and the addition of synthetic siding on the first-story exterior walls. The property, currently used as a single-family dwelling, continues to relate its use as a former lodge despite such changes. Exposed log is visible on the upper story of the building. The overall shape and form of the residence has not been altered. The building has not been moved or expanded in a way that no longer illustrates its original use and form. Because the building is a component of a larger district and "fundamental materials, design, setting, feeling, workmanship, association and location have not been changed," the building is a contributing feature of the Devil's Elbow Historic District.<sup>6</sup>

McCoy's Hotel (**Photo 8**) is a property that has deteriorated over the years (**Figures 13 and 14**). Even so, the building is distinctive in its form, shape and workmanship, indicating that it was a vital component of Devil's Elbow during the period of significance. Properties that are deteriorated "due to the natural elements can still be eligible for listing if they retain

<sup>5</sup> Ruth Keenoy and Terri Foley, "Route 66 in Missouri," *National Register of Historic Places Multiple Property Documentation Form* (2008), F:28-29.

<sup>6</sup> *Ibid*, F:40.

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sufficient integrity to convey the property's period and method of construction."<sup>7</sup> McCoy's Hotel retains original materials, illustrates the builder's workmanship and retains integrity of feeling, setting and the property's relationship to Route 66. As such, McCoy's Hotel is a contributing feature of Devil's Elbow Historic District.

Devil's Elbow Café (**Figure 9**) burned in 1970 and was replaced by a commercial building that is non-contributing to the district. Situated at an important intersection in Devil's Elbow (Route 66 and Timber Lane), the parcel was ideal for attracting tourists to stop in Devil's Elbow at the south end of the bridge. An original pump house remains on the site as does a sign erected c. 1980. The pump house has changed very little since its construction in 1930 (**Figure 10**). The building, clad with Ozark ("giraffe") stonework is a classic example of a regional building methodology utilized extensively in Missouri to attract tourism. This building is considered to be a contributing element of the district because it is an excellent example of roadside vernacular architecture illustrating Ozark stone (Giraffe) construction. The building was designed to attract and serve those who traveled Route 66.

Devil's Elbow Post Office / Miller's Market (**Photo 7**) was constructed in 1954, by which time a "new" Route 66 alignment through Hooker's Cut had bypassed the original route that extends through Devil's Elbow. Nevertheless, the original road continued to attract a great number of visitors to Devil's Elbow, which had earned a reputation as one of Route 66's most scenic attractions. Miller's Market is an important component of the district. The building demonstrates the impact of Route 66 in Pulaski County during the postwar era, which sparked a "flurry of new developments" – a period of time when Americans had money to spend and new cars to drive.<sup>8</sup> Frequently referred to as the "Golden Years" of Route 66, the postwar years (1945-1955) brought "pre-war levels" of tourism to Route 66 and sparked the development of new markets, motels, restaurants, gas stations and amusements.<sup>9</sup> Despite the fact that Pulaski County supported a newer alignment, the original Route 66 continued to attract tourists to Devil's Elbow, many of whom stopped to buy postcards and have them stamped with the town's name, which could be accomplished at Miller's Market (**Figure 16**). As noted in the MPDF, "Route 66 in Missouri includes all of the routes/alignments that were utilized from 1926 through 1981. . . Though portions of Route are today used as frontage and/or local bypass routes, these alignments are considered as part of the road's historic landscape."<sup>10</sup>

<sup>7</sup> Ibid.

<sup>8</sup> Ibid, E:18.

<sup>9</sup> Sheals and Snider, [42].

<sup>10</sup> Keenoy and Foley, G:56.

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Devil's Elbow Historic District (**Photo 4**) as a whole reflects the period of time when Route 66 fed the local community through tourism and stimulated the development of Fort Leonard Wood, an Army training camp southeast of Devil's Elbow established in the early 1940s. After the war, Route 66 flourished as a tourism destination and Devil's Elbow drew steady patronage despite the fact that Pulaski County offered a more modern "bypass" for 66. The later alignment was designed to accommodate trucks and Army vehicles, which required a broader bridge passage. More so than its more modern counterpart, the section of Route 66 that brought visitors directly to Devil's Elbow catered to tourism. The road, bridge and contributing above-ground resources (buildings, sign and outbuildings) in Devil's Elbow Historic District reflect the period of significance, 1926 – 1955. Despite alterations and deterioration of some properties, the district retains integrity of setting, workmanship, feeling, association, design, materials and location.

### Individual Property Descriptions

Properties within the district are identified individually below. **Figure 2** illustrates the location of the properties and boundaries of the historic district.

#### 1. Devil's Elbow Bridge (1923) (C)

Devil's Elbow Bridge (**Photo 2**) is a riveted two-span Parker through truss steel bridge constructed in 1923 by Riley-Bailey Construction Company of St. Louis. The bridge has four concrete deck girder spans that curve. The bridge measures 588.8 feet in length and deck width is 19.4 feet. The bridge carries Route 66 as the road spans the Big Piney River near Devil's Elbow.

#### 2. U.S. Route 66 (c. 1922) (C)

Route 66 (**Photos 2 and 3**) in the Devil's Elbow District was constructed prior to the period of significance following passage of the Centennial Road Law in 1921. The road was numbered as Missouri State Highway 14 in 1922 and as U.S. Route 66 in 1926. The road, as it extends through the district, is 11-feet wide, paved with asphalt. The road is void of shoulders, curbs and gutters. The length of Route 66 throughout the district is approximately 0.31 mile.

#### 3. Graham's Camp (c. 1927) (C – 3; NC – 1)

Graham's Camp encompasses four resources: a single-family dwelling (former cabin/office) (C), sign (C) and two outbuildings, one of which (a contemporary prefabricated barn) is non-contributing.

The c. 1927 dwelling (**Photo 10**), which served as an office/residence, is one and a half-stories in height with an asphalt-shingled side-gable roof and exterior giraffe-pattern Ozark stone walls. The foundation is covered by Ozark stonework. The primary entry, situated on the west elevation, is centered with paired two-over-two windows flanking the bay. Ozark stone pattern

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jack arches are above façade windows. Concrete steps lead to the primary entry, situated below a metal awning. A secondary entry is situated on the south elevation. This entrance is accessible via frame stairs that lead to a small landing. The south elevation also supports a sub-level entry that leads to the basement. A low retaining Ozark stone all extends from the southwest corner of the house toward the east end of the property. East of the dwelling is a free-standing metal pole that holds a wood sign bearing the words "No Park (**Figure 18**)."

A metal light fixture extends above the sign, which dates to c. 1940 and is a contributing feature of the property.

Northeast of the dwelling are a contributing outbuilding (c. 1930) (**Photo 11**) and a non-contributing prefabricated barn (c. 1990) (**Photo 12**). The contributing building has a gable-front roof, exposed rafters and a slab concrete foundation. The front portion of the outbuilding is clad with plywood. There is a solid paneled door on the west elevation. The rear wing is constructed of concrete block and slightly taller than the front part of the building. The rear wing has small upper windows. The prefabricated barn is two stories in height with a gambrel, asphalt-shingled roof. Doors have cross bracing. Windows are four-light fixed design. The barn has a concrete foundation. The prefabricated barn is non-contributing because it was erected after the period of significance.

#### 4. Devil's Elbow Post Office/Miller's Market (1954) (C-2)

Miller's Market (C) (**Photo 7**), which also serves as the post office for Devil's Elbow is a one-story gable-front plan roadside market constructed by Jiggs Miller and Charles O. McCoy in 1954. The building has an asphalt shingled roof, drop siding and a concrete foundation. The façade (south) elevation has a central single-light door with sidelights. The entry is flanked by fixed commercial single-light windows. A three-quarters width shed awning is supported by four columns resting on a concrete slab walk (with metal handrails) leading to the entry bay. A secondary entrance is on the east elevation, set within a shed projection. This entry holds a five-panel wood door. Offsetting the projecting shed entry area are three windows, three-over-one design. The west elevation has a rear ell with an upper two-light window on the south wall of the extending wing. Adjacent to the wing is a solid door (west elevation). Metal handrails extend along a concrete walk/ramp leading to this door on the west elevation.

Northeast of the store building is a half-story flat gabled outbuilding (1954) (C) with an asphalt-shingled roof, exterior weatherboard siding and an off-center solid door on the south elevation. The shed has a plywood covered window on the east elevation.

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**5. McCoy's Store/Hotel (c. 1942) (C)**

McCoy's Store/Hotel (**Photo 8**) was constructed c. 1942 by Charles O. McCoy. The building was used as a store, tavern and hotel during its years of ownership by McCoy. The property is a two-story frame gable-front plan building with an asphalt-shingled roof, exposed rafter tails, exterior weatherboard siding and a concrete foundation. The primary (south) elevation has two first-floor entrances, each of which holds a multi-light door covered by an original screen door. The entries are offset by single six-over-six windows. An upper floor entry is also visible on the elevation. The door is centered and filled with a single-light, wood panel door. This entry is flanked by six-over-six windows. The gable field of the rear elevations holds a louvered vent. Side elevations (east/west) have symmetrically placed windows, six-over-six design. Window placement on side elevations includes five windows for each floor. A lower level centered bay on the east elevation has a door accessible via a small shed porch. Frame steps lead to the porch.

**6. Devil's Elbow Cafe pump house (1930) (C-1; NC-2)**

The Devil's Elbow Café pump house (C) (**Photo 6**) was constructed for a well associated with the former building (Devil's Elbow Café), which burned in the late 1970s. The café was replaced by a concrete block building (NC, described below). The pump house has an asphalt-shingled gabled roof, exterior Ozark stone masonry walls and a covered foundation. The building has an off-center plywood door on the west elevation.

Immediately north of the outbuilding, on the site of the former café, is a non-contributing concrete block end-gable plan building constructed c. 1980 (after the period of significance). The building has a centered solid door entry on the primary (west) elevation. On either side of the door are multi-light windows. There is a brick flue near the south end of the roofline.

Also associated with the property (west of the outbuilding) is a non-contributing metal sign post (**Photo 5**) that holds signage advertising local businesses in Devil's Elbow. The sign was erected after the period of significance, c. 1980.

**7. Hiawatha Lodge (c. 1917; c. 1950) (C-2)**

Hiawatha Lodge includes a contributing dwelling (c. 1917) originally used for lodging purposes and a contributing outbuilding/garage (c. 1950), possibly used for lodging (**Photo 9**). This latter assumption is based on the appearance of the building (detailed below).

The primary building is a one and a half-story gable-front dwelling with an asphalt-shingled roof, exterior synthetic siding and exposed log, and a concrete foundation. The dwelling's primary (north) elevation has a shed one-story porch enclosed with synthetic siding and

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screened windows. An entry on the west end of the porch leads to the enclosed porch area and primary entry. The primary door (within the porch) is offset by two large windows. Above the porch is the dwelling's exposed original log exterior. The upper primary elevation holds two one-over-one replacement windows. Side elevations (east/west) have one-over-one windows grouped in sets of three. This pattern is visible on the lower elevations, as well as upper gable fields. The west elevation has a rear shed enclosed porch with a paneled door on the north end. The enclosed porch is clad with synthetic siding and holds paired and single one-over-one windows with faux shutters.

Southeast of the dwelling is a gabled one and a half-story outbuilding/garage (c. 1950). The building has an asphalt-shingled gable roof, exterior Masonite siding and a concrete foundation. Upper gable fields are clad with plywood and window openings are covered with similar material. A single-door entry is situated off-center on the north elevation. Side elevations have single windows.

#### **8. Munger-Moss Sandwich Shop (c. 1935; c. 1940; c. 1960) (C)**

Munger-Moss Sandwich Shop (**Photo 1**) was constructed c. 1935 (central wing) and expanded c. 1940 (north wing). A later wing (c. 1960) is situated at the south end of the property. The central (original) wing has a clipped gable roof; north and south wings have gabled roofs. The building's roof is clad with asphalt shingles. Exterior walls are weatherboard and the foundation is stone. Public entrances with single-light doors are situated on the primary (east) elevation of the central wing, one near each end of the wing. The north c. 1940 wing is set back and more illustrative of a residential property with a centered single door, gabled portico and flanking windows of two-over-one design. Exposed eaves are visible along the primary (east) elevation. The foundation is exposed on the north elevation. This area has an enclosed bay (probably originally a loading/storage area" covered with plywood. The bay is offset by a six-light original window. A window at the northeast end of the wing (above the loading bay) is enclosed, filled with two portable air conditioning units. The south wing has no fenestration on the east elevation. The south elevation has a door leading into the restaurant. A privacy fence surrounds the southern end of the building, enclosing an outdoor patio.

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Introduction

Devil's Elbow Historic District includes 8 properties (12 contributing resources; three non-contributing resources) that reflect the development and impact of Route 66 in Pulaski County, Missouri. Devil's Elbow was named for its location adjacent to the "devil's elbow" bend of the Big Piney River, which frequently created log jams as timber and railroad ties were floated downriver.<sup>11</sup> By the turn of the twentieth-century, Devil's Elbow had become a recreational draw, attracting hunters and fishermen who frequently hired local residents as guides. In 1923, the community gained direct access to State Highway 14 when the Devil's Elbow Bridge opened across the Big Piney River. Three years later, State Highway 14 was designated as Missouri's contribution to a new federal highway, U.S. Route 66. Devil's Elbow was an instant attraction for those traveling Route 66 – the community's name was unique and its longstanding association with recreational activities made it a popular stop.<sup>12</sup> Some residents opened their homes to travelers, providing lodging and/or a home-cooked meal. More enterprising individuals constructed cafes, cabins, gas stations and roadside stands.<sup>13</sup> Extant properties from this era, including the original Route 66 alignment and Devil's Elbow Bridge, comprise the Devil's Elbow Historic District. The district meets National Register Criterion A (Commerce and Transportation) and Criterion C (Architecture and Engineering). In relation to Criterion A, the district includes properties used as lodging, eateries and stores (Commerce), Devil's Elbow Bridge (Engineering) and Route 66 (Transportation). In relation to Criterion C, vernacular roadside building traditions (Architecture) and construction techniques (Engineering) are reflected through the district's contributing properties. The period of significance extends from 1926, when State Highway 14 became Route 66 through 1955, when the road's postwar tourism boom began to rapidly decline.

The district is nominated under the Multiple Property Documentation Form (MPDF): Route 66 in Missouri, 1926 – 1981 under the context of "Automobile Tourism and Roadside Commerce, Route 66 in Missouri." Under the MPDF historic context, the district is significant in relation to the early development of Route 66 in Missouri and the years leading up to World War II, which spurred realignment of some sectors of Route 66 to accommodate military vehicles and wartime mobilization. Despite a shift in the preferred Route 66 alignment from Devil's Elbow to Hooker in the 1940s, the community continued to attract tourism via the original alignment, as well as the new highway, reflective of Route 66's wartime and postwar booms that continued through the mid-1950s.<sup>14</sup> Property types within the district that are compatible with those described by

<sup>11</sup> Works Progress Administration, 416.

<sup>12</sup> Missouri Department of Transportation, "Missouri's Interstate System: Yesterday, Today and Tomorrow," Available at: <http://www.modot.org/interstate/MissourisInterstateHistory.htm> (Access date: 28 January 2016).

<sup>13</sup> Works Progress Administration, 416.

<sup>14</sup> Keenoy and Foley, E:8-12, 15-19.

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the MPDF include road bed (still in use), road bridge, eating establishments, lodging, roadside markets and vernacular architecture (see **Table 2**).<sup>15</sup>

Devil's Elbow, c. 1865 - 1926

Devil's Elbow Historic District is situated on the north and south banks of the Big Piney River in eastern Pulaski County along the original alignment of Route 66. The community is approximately seven miles northeast of Fort Leonard Wood, bounded at the north, east and south by the Mark Twain National Forest (**Figure 1**). "Devil's Elbow" gained its name from the elbow-shaped bend of the Big Piney River, nicknamed by those who encountered jams while floating logs and railroad ties downriver during the nineteenth century.<sup>16</sup> Timber was big business for Pulaski County, which supported Missouri's earliest commercial timber industry, driven by extension of the railroad through the state. Railroad ties were expendable and inexpensive to produce. As a result, "hundreds of thousands of ties [were] floated down the Big Piney" through Devil's Elbow until reserves began to dry up in the early twentieth century.<sup>17</sup> Ironically, the heavily forested land that comprised and surrounded Devil's Elbow limited access to the very industry that drove Pulaski County's economy. By 1860, the railroad had made its way through Missouri to Rolla (Phelps County) just east of Devil's Elbow. After the Civil War, the railroad was diverted north of Devil's Elbow through Pulaski County. In 1869-1870, "a trio of railroad towns: Dixon, Crocker and Richland" were established.<sup>18</sup> Of these, Dixon was closest to Devil's Elbow but even so, those who arrived by train had to travel 15 miles south to reach the recreational hamlet on the Big Piney.<sup>19</sup>

Devil Elbow's remote location benefitted some residents, who served as local guides for those who came to hunt and fish. The stream of visitors led some residents to build "cabins" or open their homes to lodgers.<sup>20</sup> Once automobiles became popular, tourism increased as visitors forded the river south of Devil's Elbow near Hooker.<sup>21</sup> Finally in 1923, a bridge was constructed – Devil's Elbow Bridge – which directly linked the community to State Highway 14.<sup>22</sup> Construction of Highway 14 and Devil's Elbow Bridge had been prompted by the state's 1921 Centennial Road Law, which provided funds to construct an interconnected highway system in

<sup>15</sup> Ibid, F:24-26, 37, 41-42, 44-45, 49-55.

<sup>16</sup> John F. Bradbury, Jr., "Tie-Hackers, Tie-Rafting, and the Railroad Crosstie Industry at Arlington and Jerome," *Old Settlers Gazette* (2005), 4.

<sup>17</sup> John F. Bradbury, Jr., "Tie-Hackers, Tie-Rafting, and the Railroad Crosstie Industry at Arlington and Jerome," *Old Settlers Gazette* (2005), 4.

<sup>18</sup> John Bradbury and Terry Primas, *Old Pulaski in Pictures* (Duke, MO: Big Piney Productions, 2012), 21.

<sup>19</sup> Terry Primas, *Route 66 in Pulaski County*, 49.

<sup>20</sup> Bradbury and Primas, 20-21; Terry Primas, *Route 66 in Pulaski County* (pending publication, draft 2015), 49; Joe Sonderman, "Devil's Elbow," *Show Me Route 66* (Volume 20, No. 4: 2010), 20.

<sup>21</sup> Terry Primas, *Route 66 in Pulaski County*, 49.

<sup>22</sup> Primas, *Route 66 in Pulaski County*, 49, 53.

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Missouri and to build bridges.<sup>23</sup> Within three years, Devil's Elbow's connection was further enhanced by the announcement that State Highway 14 would be Missouri's contribution to a new federal highway, U.S. Route 66.<sup>24</sup>

Route 66 and Devil's Elbow, 1926 – 1955

Route 66 was designated as a federal highway in 1926, created by connecting existing transportation routes in Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and California. In Missouri, State Highway 14 was incorporated as U.S. Route 66 – a diagonal path from St. Louis to Springfield that extended due west (from Springfield) to Jasper County before doglegging its way to the state's western boundary (**Figure 3**). Like many roads in Missouri, Route 66 evolved from a series of Native American trails used by early settlers. By the 1860s, this series of trails had become a stagecoach route, dubbed "The Old Wire Road" during the Civil War when telegraph wires lined the route from St. Louis to Fort Smith, Arkansas.<sup>25</sup>

In its day, when the United States Government kept it in condition, the "Old Wire Road" was one of the most famous highways in the country. Traversing the ridges of the Ozarks it led from St. Louis to Springfield and thence to Fort Smith, Ark, and Dallas, Tex. At St. Louis it communicated with the National Highway from Pittsburg [sic]. The two formed a famous chain. All the way through the Ozarks the road was favored with natural gravel bottom, some of it constructed at great expense to prevent washouts.<sup>26</sup>

The Good Roads Movement brought new interest to the Old Wire Road as bicycle and auto enthusiasts began to look for ways to link and improve Missouri's roads.<sup>27</sup> In 1910, J.A. White, an automobile dealer in Springfield was backed by local businessmen and the *St. Louis Star* in his efforts to "restore" the Old Wire Road for use as an auto route. Communities along the route were equally as supportive as was the St. Louis-San Francisco (Frisco) Railroad Company, which agreed to transport materials for improvements at no cost to investors.<sup>28</sup> Missouri was an early and active advocate of the Good Roads Movement, established in 1891 by the American League of Wheelmen. Even so, as late as 1920, Missouri had nearly 350,000 registered automobiles but few paved roads outside of St. Louis and Kansas City.<sup>29</sup> The state's 1921 Centennial Road Law

<sup>23</sup> FRASERdesign, "Missouri Historic Bridge Inventory," (Unpublished document produced for Missouri Highway and Transportation Department, 1996), 26-27.

<sup>24</sup> Works Projects Administration, 405, 416.

<sup>25</sup> Works Projects Administration, 405

<sup>26</sup> "Restoring the 'Old Wire Road': Famous Highway Through the Ozarks is the Subject of Novel Campaign – Splendid Scenic Features," *The Motor World* (September 15, 1910, Volume 24, No. 11), 692b.

<sup>27</sup> Ibid.

<sup>28</sup> Ibid.

<sup>29</sup> Keenoy and Foley, E:5-6.

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was passed to improve these statistics and particularly beneficial for remote areas like Devil's Elbow.<sup>30</sup>

Another significant event for road building in Missouri was passage of the Federal Highway Act in 1921, which established the Bureau of Public Roads (BPR). The BPR was charge of creating "an adequate and connected system of highways, interstate in character."<sup>31</sup> To expedite this process, states incorporated existing highways into the federal highway system. This was true for Route 66 and as indicated earlier, Missouri utilized State Highway 14 as its contribution to U.S. Route 66.<sup>32</sup> Once the federal highway's course through Missouri was selected, the state's next goal was to pave the entire route with concrete. This was largely accomplished by 1931 with the exception of one small segment, the alignment that passed through Devil's Elbow. Here Route 66 was (and remains) paved with asphalt.<sup>33</sup> Missouri was one of the first states to finish constructing and paving its section of Route 66 – the third of eight states through which the road passed (**Figure 4**).<sup>34</sup>

As expected, Route 66 stimulated commerce in Devil's Elbow and fed the community's recreational appeal. In 1927, Devil's Elbow opened its first post office, located in a tourist cabin at Graham's Resort and Camp, owned by Walter Edward Graham (1894 – 1964) and his wife, Fern Kent Graham (1892 – 1941) (**Figure 4**).<sup>35</sup> Prior to the arrival of Route 66, Graham worked with his brother-in-law, Tilden Andres (married to Graham's sister, Gussie) and Tilden's brother, Perry as a sportsmen's guide along the Gasconade and Big Piney Rivers.<sup>36</sup> After Route 66 arrived, Walter constructed 14 cabins and opened a permanent fishing camp/resort. The property was renamed by a subsequent owner as Big Piney Lodge.<sup>37</sup> Today, an Ozark stone dwelling associated with Graham's Camp/Big Piney Lodge still stands as does an early twentieth-century sign (**Figure 6**). Another early fishing resort at Devil's Elbow was Hiawatha Lodge, constructed c. 1917 by Thomas Edward Hunter (1861 - 1923) and his wife Rhoda Matilda ("Tilda") Hunter (1867 – 1944) (**Figure 7**).<sup>38</sup> The Hunters moved to Devil's Elbow from Lewis County, Indiana,

<sup>30</sup> Missouri State Highway Commission, 1924 Highway Map.

<sup>31</sup> Keenoy and Foley, E:6; Frank Coffey and Joseph Laden, *America on Wheels the First 100 Years: 1896 – 1996* (Los Angeles: General Publishing Group, Inc., 1996), 64.

<sup>32</sup> *Ibid*, E:7-8.

<sup>33</sup> Keenoy and Foley, E:9; Primas, *Route 66 in Pulaski County*, 71.

<sup>34</sup> Sheals and Snider, [28].

<sup>35</sup> Primas, *Route 66 in Pulaski County*, 62; Missouri Secretary of State, Death Certificate Database 1910 – 1964 (Available at: <http://s1.sos.mo.gov/records/archives/archivesdb/deathcertificates/advanced.aspx>), Access date: 12 March 2016).

<sup>36</sup> *Ibid*; 1900 U.S. Census, (Roll 880, Page 10A; Enumeration District 0099), Ancestry.com (Access date: 12 March 2016).

<sup>37</sup> *Ibid*, 63.

<sup>38</sup> *Ibid*, 57, 62.

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where Hunter had been employed as a blacksmith.<sup>39</sup> Like Walter Graham, the Hunters initially made their living from providing services for sportsmen. After Route 66 made its way to Devil's Elbow, they constructed cabins, rented boats and provided home-cooked meals for tourists.<sup>40</sup>

During the 1930s when much of the country was faltering, Devil's Elbow continued to attract visitors. More than a half million persons are estimated to have traveled Route 66 during the years 1935 – 1940. Many headed west in search of jobs. Farmers in Missouri were hit particularly hard by the Depression, an occupation shared by many living in Devil's Elbow.<sup>41</sup> The state's unemployment rate soared during the Great Depression, reaching more than 38% by 1933, much higher than the national average of about 24%.<sup>42</sup> Relief came by way of Franklin D. Roosevelt's New Deal when in 1933, the Civilian Conservation Corps (CCC) began work at Mark Twain National Forest – a 1.5 million acre site; 40,000 acres in eastern Pulaski County.<sup>43</sup> Additionally, the Works Projects Administration (WPA) came to Devil's Elbow to construct a scenic overlook for Route 66 (west of the historic district, see footnote #43) and to build protective stone barriers along the highway (**Figure 8**).<sup>44</sup> By the end of the 1930s, Route 66 carried “more out-of-State [sic] traffic than . . . any other highway in Missouri” and Devil's Elbow was well known as one of road's most scenic attractions.<sup>45</sup>

Capitalizing on Route 66 in the 1930s was Dwight Rench, who constructed an eye-catching café at the south end of Devil's Elbow Bridge in 1930 (**Figure 9**). Devil's Elbow Café served “home-cooked meals for a quarter” and sold “souvenirs, sporting goods [and] Kodak film.”<sup>46</sup> The café also held the post office, which relocated to Rench's property (from Graham's Camp) in 1933. Although the striking Ozark stone café burned in the late 1970s, the property retains an associated stone outbuilding that is within the boundaries of the historic district (**Figure 10**).<sup>47</sup> Adjacent to Devil's Elbow Bridge on the north side of the Big Piney River was Munger-Moss, a sandwich shop constructed in the early 1930s by newlyweds Emmett A. Moss (1878 – 1966) and

<sup>39</sup> Thomas E. Hunter, United States Census, 1900, Roll 353; Page 6A, Enumeration District: 0013 (Available at: Ancestry.com).

<sup>40</sup> Ibid, 57; Ancestry.com (U.S. Social Security Death Index, U.S. World War I Draft Registration Cards, 1930 United States Federal Census) (Available at: <http://www.ancestry.com/>), Access date: 3 February 2016; Missouri Secretary of State, Death Certificate Database 1910 – 1964 (Available at: <http://s1.sos.mo.gov/records/archives/archivesdb/deathcertificates/advanced.aspx>), Access date: 3 February 2016).

<sup>41</sup> Keenoy and Foley, E:12-13; United States Census (Ancestry.com), 1920 and 1930.

<sup>42</sup> Keenoy and Foley, E:13.

<sup>43</sup> “Mark Twain National Forest,” *World Public Library / World Heritage Encyclopedia* (Available at: [http://www.worldlibrary.org/Article.aspx?Title=mark\\_twain\\_national\\_forest](http://www.worldlibrary.org/Article.aspx?Title=mark_twain_national_forest)), Access date: 2 February 2016.

<sup>44</sup> Primas, *Route 66 in Pulaski County*, 64. The scenic overpass is located approximately one mile west of the district. The site is not contiguous to the commercial district in Devil's Elbow.

<sup>45</sup> Works Projects Administration, 405, 416.

<sup>46</sup> Primas, *Route 66 in Pulaski County*, 54.

<sup>47</sup> Ibid, 54 and 62.

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Nelle Draper Munger Moss (1876 – 1957).<sup>48</sup> Nelle had previously been married to Howard Parks Munger (1874 – 1930). The Mungers operated a “summer resort” about a mile south of Devil’s Elbow.<sup>49</sup> In 1940, the Mosses sold the resort but retained the sandwich shop, enlarged in 1945 to include a crafts store (**Figure 11**).<sup>50</sup> This property likewise remains in Devil’s Elbow, currently The Elbow Inn.

In 1940, the federal government announced plans for a new Army training camp, Fort Leonard Wood, located approximately seven miles southwest of Devil’s Elbow.<sup>51</sup> Fort Leonard Wood had two major impacts on Devil’s Elbow. Initially, the camp stimulated the community’s economic viability, bringing great numbers of visitors, construction workers and Army personnel to Pulaski County. Soon, however, the site’s activity led to a second announcement – plans for a new Route 66 alignment to support the increasingly heavy traffic and transport of materials and men to/from Fort Leonard Wood (**Figure 12**). For a time, Devil’s Elbow reaped the benefits of being in the midst of wartime build-up. A unique aspect of Fort Leonard Wood’s development was that housing was one of the final components to be constructed – thousands of men came to work without a place to live.<sup>52</sup> As a result, Devil’s Elbow’s residents provided housing for construction workers, Army personnel and soldiers. Some residents, Nelle and Emmett Moss for example, constructed cabins on their property specifically for this purpose. Others brought in trailers. Existing lodging was filled to capacity and some opened their homes as they had in the early days of Route 66.<sup>53</sup>

Another individual who capitalized on the arrival of those who came to Fort Leonard Wood was Charles Orville McCoy (1892 – 1972).<sup>54</sup> C.O. McCoy was born in Edina (Knox County), Missouri, the eldest son of Frank and Mary J. McCoy. In 1919, McCoy married Maggie Laubscher and the couple had three daughters.<sup>55</sup> McCoy operated a dealership in Edina that sold Chevrolet autos and John Deere tractors but during the Depression, he was forced to look

<sup>48</sup> Quinta Scott, *Along Route 66*, Norman: University of Oklahoma Press, 2000, 79; Terry Primas, Document Review, 15 March 2016 (unpublished).

<sup>49</sup> Nelle D. Munger, United States Census, 1930, Pulaski County, Missouri, Roll 1219; Page 138, Enumeration District: 0002 (Ancestry.com); Missouri Secretary of State. Death Certificate Database 1910 – 1964. Available at: <http://sl.sos.mo.gov/records/archives/archivesdb/deathcertificates/advanced.aspx> (Access date: 18 February 2016); Primas, *Route 66 in Pulaski County*, 50.

<sup>50</sup> Primas, *Route 66 in Pulaski County*, 51.

<sup>51</sup> “Fort Leonard Wood Makes Pulaski Fastest Growing County in Missouri,” *Watchman Advocate* (16 September 1960), Clipping at Missouri Historical Society, St. Louis, “Missouri Cities and Towns, Scrapbook” Volumes 3-4, 33.

<sup>52</sup> “Fort Leonard Wood, Missouri,” *Army Bases.org* (Available at: <http://armybases.org/fort-leonard-wood-mo-missouri/>), Access date: 2 February 2016.

<sup>53</sup> Scott, 79; Primas, *Route 66 in Pulaski County*, 57.

<sup>54</sup> Primas, *Route 66 in Pulaski County*, 58-59.

<sup>55</sup> Ancestry.com (U.S. Social Security Death Index, U.S. World War I Draft Registration Cards, Missouri Marriage Records and 1900 United States Federal Census) (Available at: <http://www.ancestry.com/>), Access date: 2 February 2016.

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elsewhere for work. In 1941, the McCoys moved to Devil's Elbow, where McCoy landed the job of postmaster and bought Rensch's "business" (but not the building) at Devil's Elbow Café.<sup>56</sup> Upon arrival, McCoy found men waiting to begin work at Fort Leonard Wood so he employed them to construct a two-story building south of the café. The McCoys moved upstairs, while using the lower floor for a market and (temporarily) dance hall on weekends (**Figure 13**). McCoy also hired Fort Leonard Wood construction workers to build cabins (not extant) adjacent to the two-story building and a house (for his family) across the street. Once the McCoys moved into their new home, the two-story building was used as a combination hotel (upper)/store (lower). Eventually the post office moved from the café to the two-story building (**Figure 14**).<sup>57</sup>

Most residents who settled in Devil's Elbow after Route 66 opened remained for many years. As a result, some businesses remained in families for more than a single generation, as illustrated by properties owned by the Hunters (Hiawatha Lodge) and McCoys. In the 1950s, Katie Hunter Tarbell (aka Katy, Kattie; b. 1894), daughter of Hunter and Tilda Hunter, returned to Devil's Elbow with her husband, Ersie Dwight Tarbell (1894 – 1968), a retired architect from Kansas City.<sup>58</sup> The Tarbells resided in Hiawatha Lodge and converted the lower floor to a hardware store, as illustrated in Figure 7, which illustrates the building in 1953.<sup>59</sup> The McCoys also remained in Devil's Elbow as did their eldest daughter, Dorothy, who married Jiggs Miller from Dixon, Missouri (**Figure 15**). Mr. Miller worked for his father-in-law at the store/post office. In 1954, Miller and McCoy constructed a grocery store, Millers' Market north of the two-story hotel/market. The post office moved to the building constructed in the 1950s, where it remains today (**Figure 16**). The Millers ran the store/post office until retiring in 1984. Currently the property is known as Shelden's Market.<sup>60</sup>

As noted earlier, Fort Leonard Wood's development brought prosperous times to Devil's Elbow and it created much more traffic for Route 66. During the months of January – March 1941, an estimated 32,000 individuals were employed at Fort Leonard Wood to develop the 71,000-acre site.<sup>61</sup> Especially troublesome for larger vehicles was the Devil's Elbow Bridge, which had a

<sup>56</sup> Primas, *Route 66 in Pulaski County*, 55.

<sup>57</sup> Ibid, 58-60,

<sup>58</sup> Ibid, 57; Ancestry.com (U.S. Social Security Death Index, U.S. World War I Draft Registration Cards, 1930 United States Federal Census) (Available at: <http://www.ancestry.com/>), Access date: 3 February 2016; Missouri Secretary of State, Death Certificate Database 1910 – 1964 (Available at: <http://s1.sos.mo.gov/records/archives/archivesdb/deathcertificates/advanced.aspx>), Access date: 3 February 2016).

<sup>59</sup> Ibid, 57; Ancestry.com (U.S. Social Security Death Index, U.S. World War I Draft Registration Cards, 1930 United States Federal Census) (Available at: <http://www.ancestry.com/>), Access date: 3 February 2016; Missouri Secretary of State, Death Certificate Database 1910 – 1964 (Available at: <http://s1.sos.mo.gov/records/archives/archivesdb/deathcertificates/advanced.aspx>), Access date: 3 February 2016).

<sup>60</sup> Primas, *Route 66 in Pulaski County*, 59-60.

<sup>61</sup> Primas, *Route 66 in Pulaski County*, 67; Joe Sonderman, "Fort Leonard Wood," *Show Me Route 66* (Volume 21, No. 1, 2011), 18.

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sharply angled turn at its northern approach.<sup>62</sup> To alleviate this safety concern, Missouri announced construction of a new Route 66 alignment near Hooker in 1941. Replacing the narrow two-lane alignment crossing Devil's Elbow Bridge was a four-lane divided highway and bridge. The project was under construction by January 1942 and in use by September 1945.<sup>63</sup>

The new Route 66 alignment had mixed effects on Devil's Elbow. While customers dropped off for a few, other businesses profited from the postwar boom of tourism along Route 66, which continued through 1955. A few families (like the Millers) still live/operate businesses in Devil's Elbow. Though the roadside character of the community changed in some ways during the 1950s-60s, the community retains a considerable number of properties that clearly demonstrate its importance as a destination for those who traveled Route 66.

Statement of Significance

Devil's Elbow Historic District encompasses eight properties (including 12 contributing resources; three non-contributing resources) that illustrate the community's establishment, growth and roadside appeal as a commercial draw for those traveling Route 66. Identified in Table 2, below, these properties meet the Multiple Property Documentation Form (MPDF) / Associated Property Types of roadbed (still in use), road bridge, lodging and eating establishments. The properties within the district include Route 66 (original alignment) as the road extends through the district, Devil's Elbow Bridge, five commercial buildings and one outbuilding. Other contributing resources one sign and a garage. The district holds three non-contributing resources that include a prefabricated barn, a sign and a commercial building constructed after the period of significance. Contributing properties are eligible under Criterion A (Commerce and Transportation) and Criterion C: Architecture (Roadside Vernacular) and Transportation.

Property Name / Date of Construction	Address	Property Type	Criteria	C / NC
Route 66 (Teardrop Road) / 1921	Devil's Elbow, Pulaski County	Roadbed: Still in use	A (Transportation)	C
Devil's Elbow Bridge / 1923	Piney River, Route 66	Road Bridge: Parker Through Truss	C (Engineering)	C
Graham's Camp / 1927	21150 Teardrop Road	Lodging: Cabin Roadside Sign	A (Commerce) C (Vernacular Architecture)	C (3) NC (1)
Miller's Market / Post Office / 1954	12175 Timber Lane	Roadside Market	A (Commerce) C (Vernacular Architecture)	C (2)

<sup>62</sup> Bradbury and Primas, *Old Pulaski in Pictures*, 73.

<sup>63</sup> Primas, *Route 66 in Pulaski County*, 71-77.

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County and State Route 66 in Missouri
Name of multiple listing (if applicable)

Property Name / Date of Construction	Address	Property Type	Criteria	C / NC
McCoy's Store / Hotel / 1942	12177 Timber Lane	Roadside Market Lodging (Hotel)	A (Commerce) C (Vernacular Architecture)	C
Site of Devil's Elbow Café / 1930	21104 Teardrop Road	Outbuilding (C), c. 1980 sign and commercial building (NC-2)	A (Commerce) C (Vernacular Architecture)	C (2) NC (2)
Hiawatha Lodge / c.1917	12198 Timber Lane	Lodging: Cabin	A (Commerce) C (Vernacular Architecture)	C (2)
Munger-Moss Sandwich Shop / c.1935-40	21040 Teardrop Road	Eating Establishment: Restaurant	A (Commerce) C (Vernacular Architecture)	C

Six resources in the district meet Criterion A: Commerce: Graham's Camp, Miller's Market/Post Office, McCoy's Store/Hotel, extant resource (outbuilding) on the site of Devil's Elbow Café, Hiawatha Lodge and Munger-Moss Sandwich Shop. As noted previously, these properties all served to foster the commercial appeal of Route 66. Graham's Camp and Hiawatha Lodge were two of the earliest commercially-related properties in Devil's Elbow, providing roadside lodging, meals and recreational accommodations such as boat rentals.

Graham's Camp retains an Ozark stone dwelling, sign and outbuilding that contribute to the site's use as a roadside commercial establishment. Like other business in Devil's Elbow, Graham's Camp was "family-owned and operated – [a] small" enterprise "that existed because of the road itself."<sup>64</sup> Without Route 66, businesses such as Graham's Camp may have existed in some form because of the community's recreational appeal, but it is unlikely that the businesses would have continued to attract the number of visitors who arrived to Devil's Elbow had Route 66 not extended through the community. Additionally, the construction of the newer Route 66 alignment in the 1940s, did not detract from tourists who still selected the original alignment in search of food, lodging, entertainment and recreation at Devil's Elbow.

Graham's Camp and Hiawatha Lodge incorporated cabin-style housing that served as lodging in Devil's Elbow. This was a type of property that provided housing for property owners and often served meals to travelers. These buildings illustrate how the community's status as a small fishing hamlet evolved after Route 14 was designated as U.S. Route 66. Initially Devil's Elbow offered existing housing and small cabins for visitors. Later, the community had a hotel (McCoy's Store/Hotel). These forms of lodging reflect changing ideas about travel and the

<sup>64</sup> Keenoy and Foley, E:10.

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expectations that travelers had in terms of modern amenities. Initially, tourists camped along the road or lodged with residents who advertised rooms for let; while campgrounds and individual property owners (as was the case in Devil's Elbow) constructed cabins for those in search of private accommodations. Eventually, motels and hotels replaced cabins, providing amenities such as private bathrooms and kitchenettes. Lodging establishments in Devil's Elbow further illustrate Route 66's role during wartime years, when businesses established near military installations fared well, providing housing for military staff and personnel. Gasoline rationing during the war, as well as the inability to buy new cars or (in some instances) find replacement parts due, restricted travel for leisure. Route 66 took a second blow after the Great Depression, during wartime years, which led to the closure of many roadside businesses.<sup>65</sup> This was not the case for Devil's Elbow which capitalized on the development of Ft. Leonard Wood during the 1940s.

Miller's Market meets the MPDF Registration Requirements under Criterion A (Commerce) as a Roadside Market, as does McCoy's Market/Hotel (which also meets Criterion A, Commerce, as a roadside hotel). In addition to providing food that travelers could buy if they did not wish to stay and eat a meal, these markets sold film, souvenirs, postcards and local crafts.<sup>66</sup> Munger-Moss Sandwich Shop also offered "local crafts for sale."<sup>67</sup> The sandwich shop meets Criterion A (Commerce) as an Eating Establishment, as well as supporting a roadside market. The building was a stand-alone business that allowed travelers "to quickly detour for a bite to eat."<sup>68</sup> Still in use as a restaurant, the building retains integrity of setting, design, materials, workmanship and association.

Advertising through the use of signs in Devil's Elbow is another commercial component of the district's associations with Route 66. Both the former Devil's Elbow Café site and Graham's Camp retain signs that promoted the community's commercial offerings (although the sign associated with Devil's Elbow Café was erected after the period of significance and is therefore not a contributing feature of the district, **Figures 15 and 17**). Roadside signs on Route 66 are "one of the most unforgettable illustrated icons of the highway."<sup>69</sup> The sign at Graham's Camp (**Figure 18**) meets the Registration Requirements of the MPDF in that the sign was associated with Route 66 between the years of 1926-1981 and retains integrity of location, design, setting, materials and association for roadside advertising. Roadside signs are eligible even when properties are lost on Route 66, if such signs retain integrity – which is the case for the Graham's

<sup>65</sup> Keenoy and Foley, F:37-38.

<sup>66</sup> Ibid, F:50.

<sup>67</sup> Primas, Route 66 in Pulaski County, 51.

<sup>68</sup> Keenoy and Foley, F:42.

<sup>69</sup> Ibid, F:49.

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Camp parcel.<sup>70</sup> Though smaller cabins are no longer on the parcel, an associated Ozark stone office/dwelling is intact, illustrating the relationship of the property to the road.

As noted in the MPDF, abandoned properties that have been modified or suffer loss of buildings (such as the removal of cabins formerly associated with Graham's Camp, Hiawatha Lodge and McCoy's Hotel) are not ineligible if such properties continue to convey their period of significance and method of construction per the registration requirements.<sup>71</sup> Graham's Camp, Hiawatha Lodge, McCoy's Hotel and the former Devil's Elbow Café site continue to illustrate examples of original construction, use and associations with Route 66. Though the café site no longer retains the primary building, it retains an outbuilding associated with the café, which is a contributing component of the historic district. The outbuilding retains evidence of the parcel's Route 66 association and is a good representation of Ozark stone vernacular architecture.

Significance: Criterion A (Transportation) and Criterion C (Engineering)

Route 66 within Devil's Elbow Historic District meets Criterion A (Transportation). The stretch of Route 66 meets the MPDF Registration Requirements of a rural roadbed that is still in use. As noted previously, this segment of Route 66 was bypassed in the early 1940s when a new four-lane alignment was constructed through Hooker to accommodate the development of Fort Leonard Wood. Route 66, as it extends through Devil's Elbow, fed the small fishing village that grew up around the road. Later the tiny community supported activities related to Fort Leonard Wood. Although Devil's Elbow was bypassed by the new Route 66 alignment, its association with the original alternate remains constant even today. Comprising the only segment of Route 66 that was not paved with concrete in Missouri, this particular stretch of Route 66 is a unique representation of the early road in Missouri. The road further illustrates the transition of Missouri's highway system during the early-to-mid twentieth century. Route 66 throughout the Devil's Elbow Historic District retains its original configuration and design. Although the road has been resurfaced and maintained to comply with current highway safety standards, it has been altered in no way that diminishes its integrity.

Devil's Elbow Bridge predates the designation of Route 66 in Missouri. The bridge opened in 1923 to support State Route 14 (which later became Route 66). Devil's Elbow Bridge has been associated with Route 66 in Missouri since the road's inception as a federal highway in 1926. The bridge meets Criterion C (Engineering) in relation to its riveted Parker through truss design. Though a common form for bridges in Missouri constructed during the 1920s, few examples remain intact and utilized today. Parker truss bridges are a subcategory of the truss design patented by Thomas and Caleb Pratt in 1844 – the nation's most common span design for bridges

<sup>70</sup> Ibid, F:50-52.

<sup>71</sup> Ibid, F:40-41.

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less than 250 feet in length.<sup>72</sup> In 1870, Charles H. Parker patented a variation of the Pratts' design.<sup>73</sup> Parker's design was more costly in terms of fabrication because of the differences in vertical lengths but for longer bridges (more than 160 feet), the design was less expensive because it utilized less steel than a standard Pratt design.<sup>74</sup> Devil's Elbow Bridge was constructed by Riley-Bailey Construction Company of St. Louis. The company may also have worked on Route 66 in Devil's Elbow, as it landed a number of state highway contracts in the 1920s.<sup>75</sup>

Bridges are a significant component of Route 66 in Missouri. Frequently such resources are removed, replaced by contemporary designed bridges. Devil's Elbow Bridge is a significant contribution to the state's collection of Route 66 bridges because it retains integrity of its design, location, association, workmanship and materials. In 2014 the bridge reopened to Route 66 automobile traffic (having closed the year prior, 2013), fully restored to its original use and appearance. As such it is a contributing component of Devil's Elbow Historic District.

Significance: Criterion C (Architecture)

Architectural significance (Criterion C) in relation to Devil's Elbow Historic District is illustrated through the vernacular methods of construction exhibited in all of the contributing buildings in the district: Graham's Camp, Miller's Market/Post Office; McCoy's Store/Hotel; outbuilding associated with the former Devil's Elbow Café; Hiawatha Lodge and Munger-Moss Sandwich Shop. Two properties in the district: Graham's Camp and the outbuilding associated with Devil's Elbow Café, illustrate Ozark rock masonry, "arguably the most distinctive genre of 20<sup>th</sup> century vernacular architecture found in Missouri."<sup>76</sup> Commonly referred to as "giraffe" rock or stone, this type of construction was a popular choice for builders/business owners along Route 66 who wished to promote regionalism and attract tourists.<sup>77</sup> The construction methodology was an affordable one – builders utilized rocks found close to the surface of the earth, saving costs in terms of materials acquisition and transportation.<sup>78</sup> Ozark vernacular stone buildings were popular during the Great Depression because of their affordable construction costs. Giraffe stonework was "widely used in commercial construction along Route 66 through Missouri because it was cheap, colorful and durable."<sup>79</sup> Such properties provide classic examples of how owners attempted to draw notice of visitors/tourists to their properties. The dwelling (Graham's

<sup>72</sup> FRASERdesign, 83.

<sup>73</sup> "Parker Truss," Bridgehunter.com, Available at: <https://bridgehunter.com/category/tag/parker-truss/> (Access date: 4 May 2016).

<sup>74</sup> FRASERdesign, 102.

<sup>75</sup> "Construction Department," *Manufacturer's Record*, April 27, 1922, Volume 81, Page 75.

<sup>76</sup> Debbie Sheals, "Ozark Rock Masonry in Springfield, ca. 1910 – 1955," *The Society of Architectural Historians, Missouri Valley Chapter, Newsletter* (Volume XII, No. 2A, Summer 2006), 1.

<sup>77</sup> Sheals and Snider, 46.

<sup>78</sup> Sheals, 4.

<sup>79</sup> Jo Schaper, "Building Giraffes Along Route 66," *Show Me Route 66 Magazine* (Volume 23, No. 2, 2013), 11.

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Camp) and outbuilding (Devil's Elbow Café) in Devil's Elbow that reflect Ozark stonework retain integrity of location, design, setting, materials and association relating to fieldstone buildings and structures on Route 66 in Missouri.<sup>80</sup>

Another affordable option for builders in Devil's Elbow was timber – unfinished log, in particular. This material is visible on Hiawatha Lodge, reflecting a rustic roadside tradition that became popular in the early twentieth century. Devil's Elbow developed as a tiny fishing hamlet - a retreat that attracted many from urban areas. Properties constructed utilizing log promoted Devil's Elbow's rural setting and were designed to attract tourists. More than any other building type, log properties promoted associations with early settlement and the birthplace of Abraham Lincoln, promoting a link to the American past.<sup>81</sup> Log buildings also promoted popular notions about parks, recreation and the great outdoors – all of which were likely incentives for log construction in Devil's Elbow.<sup>82</sup>

Roadside vernacular buildings along Route 66 in Missouri utilize frame construction more than any other building material/method. Many examples are clad with weatherboard, such as Miller's Market, Munger-Moss Sandwich Shop and McCoy's Hotel.<sup>83</sup> These buildings, like those incorporating exterior log and stone finishes, reflect traditional building methods for roadside properties along Missouri's Route 66. Miller's Market remains in use as a roadside market and serves as the post office for Devil's Elbow, which has been the case for many years. The building has changed little since its construction in the 1950s. McCoy's Hotel displays evidence of deterioration but is another good example of Devil's Elbow's roadside vernacular architecture. Properties along Route 66 in Missouri that have deteriorated often retain integrity of their location, method of construction and associations. This is the case for McCoy's Hotel, which remains strongly identifiable as an early twentieth-century lodging facility.<sup>84</sup> Vernacular buildings such as Miller's Market, Munger-Moss Sandwich Shop and McCoy's Hotel are modest examples but no less significant architecturally in relation to their vernacular workmanship and roadside appeal intentionally driven by tourism. The properties reflect regional building traditions and illustrate the impact that Route 66 had on local architecture in Devil's Elbow.

Devil's Elbow Historic District is an excellent example of a small community that capitalized on the impacts that Route 66 had on local commerce in Missouri. The district provides early examples of roadside lodging/eating and recreational attractions (Hiawatha Lodge and Graham's Camp), Depression-era business (Munger-Moss Sandwich Shop) and World War II impacts

<sup>80</sup> Keenoy and Foley, F:54.

<sup>81</sup> John Margolies, *Home Away from Home: Motels in America* (Boston: Little, Brown and Company, [1995], 42.

<sup>82</sup> Bruce D. Bomberger, "The Preservation and Repair of Historic Log Buildings," *Preservation Brief* (Washington, D.C.: National Park Service), Available online at: <https://www.nps.gov/tps/how-to-preserve/briefs/26-log-buildings.htm#history> (Access date: 9 May 2016).

<sup>83</sup> Sheals and Snider, 46.

<sup>84</sup> Keenoy and Foley, F:55.

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associated with Ft. Leonard Wood (McCoy's Hotel and Miller's Market). Additionally the district retains its associations with the original Route 66 alignment. Contributing properties within the district meet Criteria A (Commerce, Transportation) and C (Architecture, Engineering). Contributing properties are locally significant for their Route 66 association during the years 1926 – 1955 (period of significance). The district meets the context of "Automobile Tourism and Roadside Commerce, Route 66 in Missouri" under the associated Multiple Property Cover Documentation Form (MPDF): Route 66 in Missouri, 1926 – 1981.

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**Verbal Boundary Description**

Devil's Elbow Historic District is located in Pulaski County, Missouri, Section 16, Township 36N, Range 10W. The district spans both north/south sides of the Big Piney river, along Route 66 (Teardrop Road) and Timber Lane. See Boundary Map for further clarification of the district's boundaries.

**Boundary Justification**

The nominated district encompasses all contiguous, extant, historic aboveground resources in the unincorporated community of Devil's Elbow, Missouri that served Route 66 during the period of significance. The district encompasses the commercial center of Devil's Elbow that served Route 66 during the period of significance, 1926 – 1955 and excludes contemporary residential properties constructed after the period of significance.

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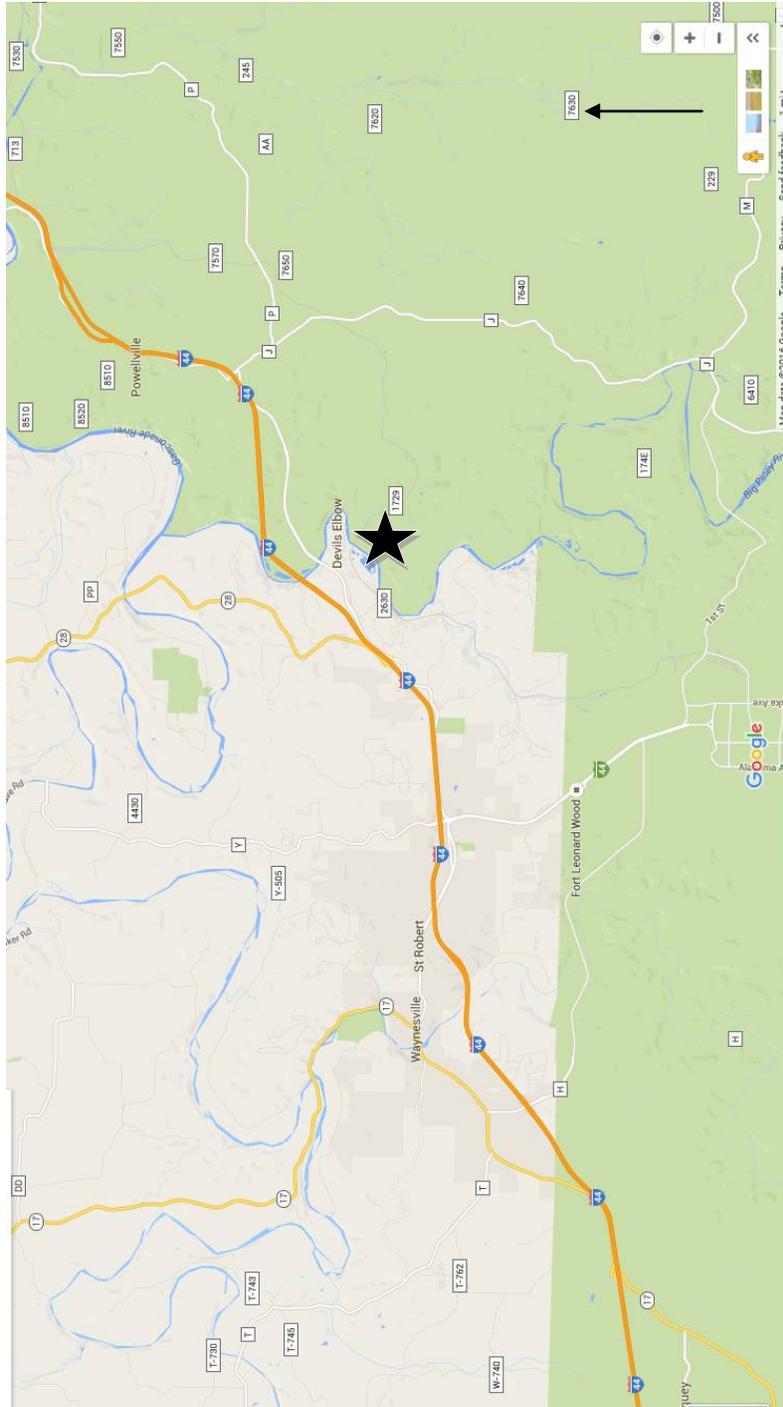


Figure 1. Location Map, Devil's Elbow (Pulaski County), MO. Star indicates community's location; arrow indicates north; not to scale. Shaded area is the Mark Twain National Forest (Source: Google Maps).

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Figure 2. Devil's Elbow Historic District Map.

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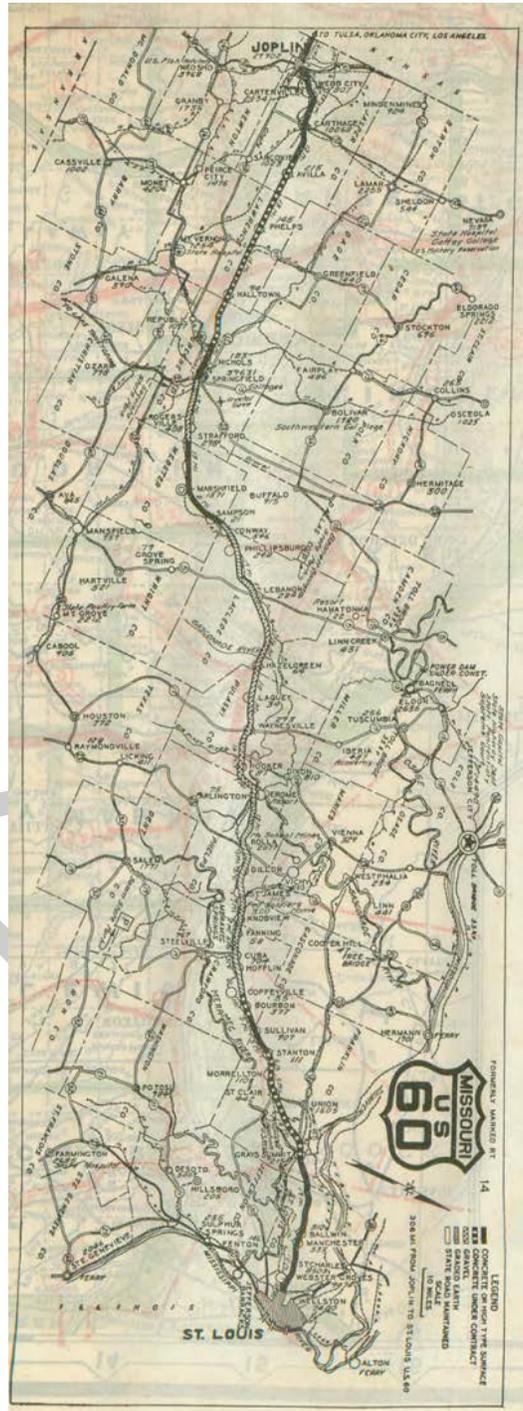


Figure 3. Note designation of “U.S. 60,” initially intended to be the numbering for the federal highway. (Source: Missouri State Highway Map, 1926. Available at Landmarks Association of St. Louis, Inc., Map Files).



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Figure 5. Graham's Camp / Devil's Elbow Post Office, 1920s, Courtesy of Terry Primas.

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Figure 6. Current view (southeast) of property associated with Graham's Camp/Resort (aka Big Piney Lodge).

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**Figure 7. Hiawatha Lodge in 1953, when the building supported a local hardware store. (Photo courtesy of Terry Primas / Margaret Tarbell Wehmeyer).**

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Figure 8. West of Devils Elbow Historic District, along the original Route 66 alignment, this scenic overlook and stone wall were constructed by the Works Progress Administration (Photo: Ruth Keenoy; Source: Primas, *Route 66 in Pulaski County*, 64).

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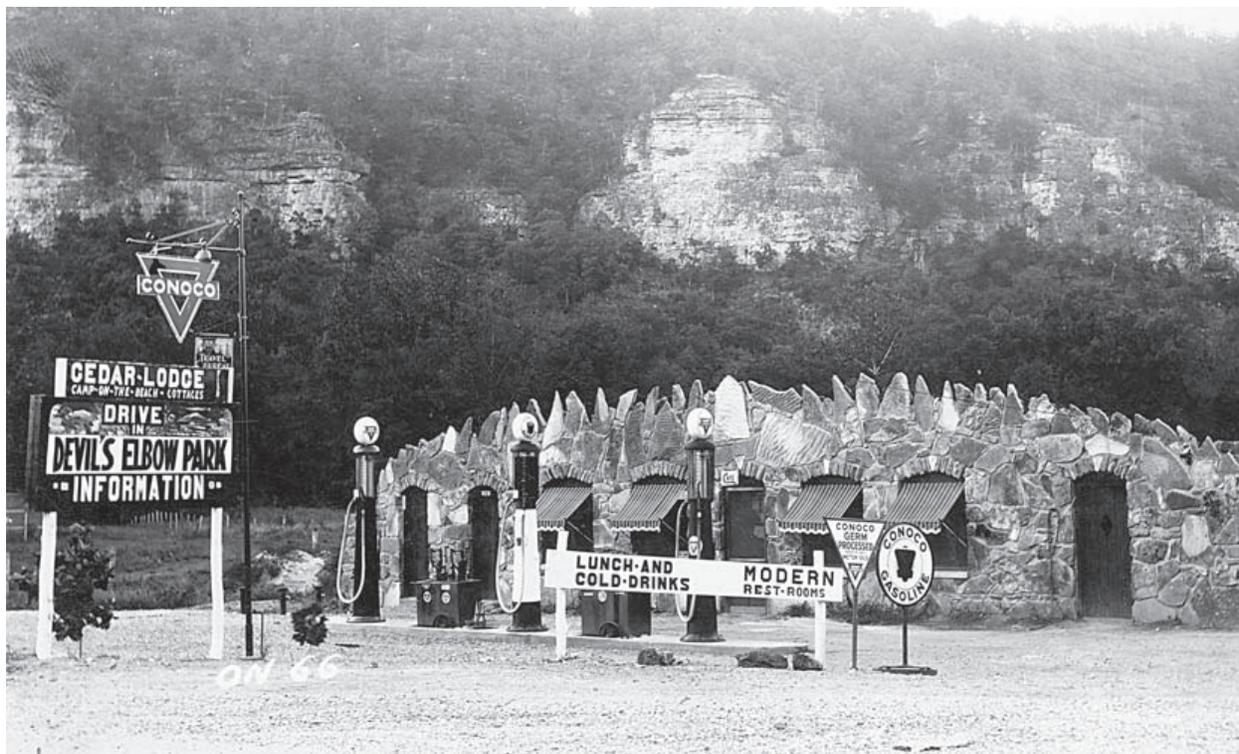


Figure 9. Devil's Elbow Café, 1931. (Photo courtesy of Terry Primas).



Figure 10. Pump House, Devil's Elbow Café. (Photo, Ruth Keenoy, verified December 18, 2015)

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Figure 11. Munger-Moss Sandwich Shop in the 1930s, Nelle and Emmett Moss, couple on right. (Photo courtesy of Terry Primas).



Figure 12. Devil's Elbow Bridge, c. 1930. (Photo courtesy of Joe Sonderman / Terry Primas).

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Figure 13. McCoy Family in front of McCoy's Market/Hotel during the 1940s. (Courtesy of Terry Primas / Joe Sonderman).

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**Figure 14. Devil's Elbow, 1942. Note that the two-story building is still under construction. The men working on the building rented the trailers in the foreground. Tourist cabins can be seen south of the two-story building, also owned by C.O. McCoy. (Photo courtesy of Terry Primas).**

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Figure 15. Dorothy McCoy, 1940s, stands in front of the crossroads sign near Devil's Elbow Café. (Courtesy of Terry Primas).

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Figure 16. This Miller's Market postcard (postmarked 1971) is from a photograph taken during the mid-to-late 1950s. (Courtesy of Terry Primas).

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Figure 17. Current sign on the site of Devil's Elbow Café. (Photo, Ruth Keenoy, verified December 2015).

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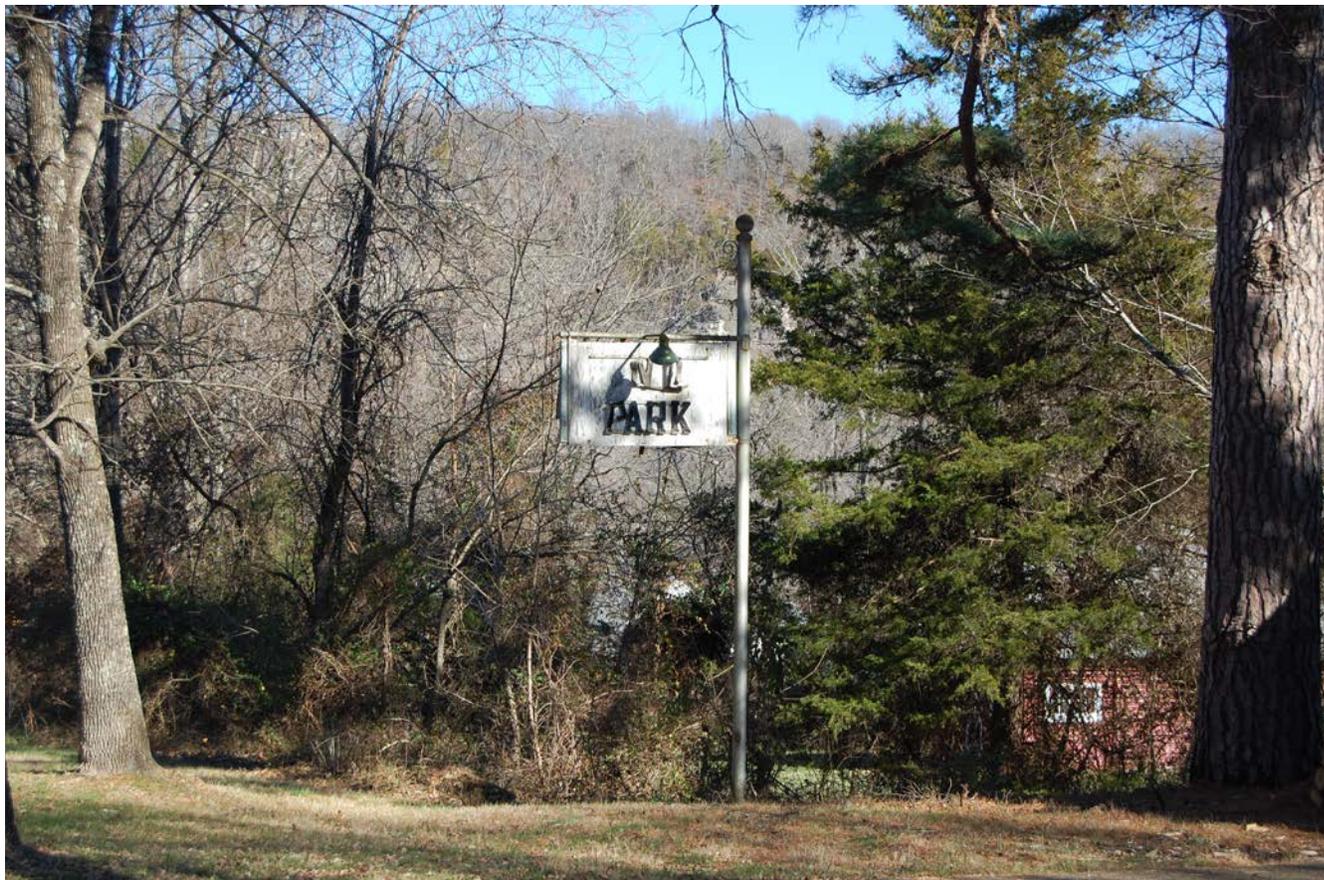


Figure 18, Sign, Graham's Camp. (Photo: Ruth Keenoy, December 2015).

National Register of Historic Places  
Continuation Sheet

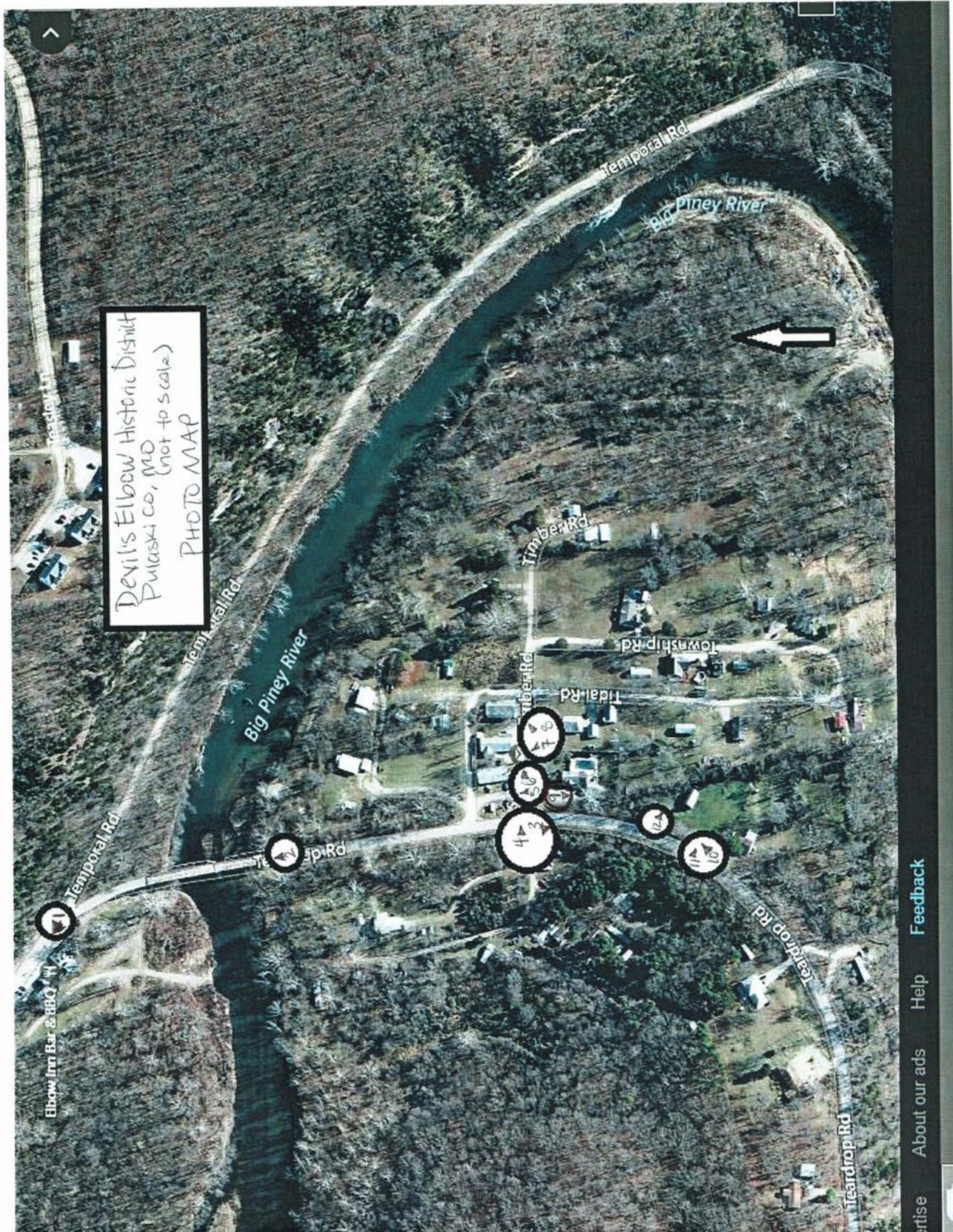
Section number Photo Map Page 49

Devil's Elbow Historic District

Name of Property  
Pulaski County, MO

County and State  
Route 66 in Missouri

Name of multiple listing (if applicable)

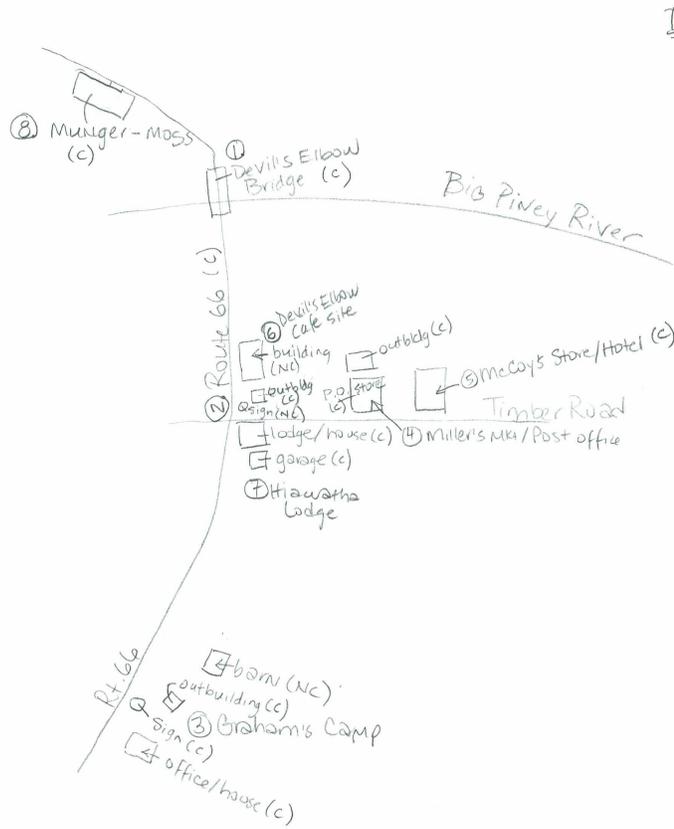


National Register of Historic Places  
Continuation Sheet

Section number Map Page 50

Devil's Elbow Historic District
Name of Property Pulaski County, MO
County and State Route 66 in Missouri
Name of multiple listing (if applicable)

Pulaski County, MO



Devil's Elbow Historic District  
Contributing (c) and  
Non-contributing (NC)  
Properties

1. Devil's Elbow Bridge
2. Route 66 (Teardrop Rd)
3. Graham's Camp
4. Miller's Market/ Post office
5. McCoy's Store/Hotel
6. Devil's Elbow Cafe Site
7. Hiawatha Lodge
8. Munger-Moss Sandwich Shop

↑  
N  
(NOT TO SCALE)





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