

INDIANA'S LINCOLN HIGHWAY BYWAY

A Turn-by-Turn Road Guide
For the 1913 Route East From Illinois to Ohio



- Historical marker, plaques and signs are highlighted in red, towns are highlighted in blue, and recommended stops are bolded in black.
- All mileages listed are approximate. Once you travel off the route to see nearby attractions, you will need to extrapolate miles until you reach the next county.
- You may occasionally encounter detours or changes in the route that have not yet been updated here. Drive safely and return to the listed route when you can to follow the Lincoln Highway.

The Lincoln Highway *“A coast-to-coast memorial to Abraham Lincoln”*

“Therefore, be it resolved: That the Lincoln Highway is now and henceforth shall be an existing memorial and tribute to the immortal Abraham Lincoln.”

It all began on July 1, 1912, when a group of American industrialists, including Indiana native Carl G. Fisher, created the Lincoln Highway Association (LHA) to promote a vision of a “continuous improved highway from the Atlantic to the Pacific, open to lawful travel of all descriptions, without toll charges. The highway is to be known, in memory of Abraham Lincoln, as The Lincoln Highway.”

By September of 1913 the announcement could be made that the route was 3389 miles long crossing 13 states (with “feeder” routes to several more states). In later years other alignments were created to shorten the route and provide safer travel. In 1928 the LHA in conjunction with the Boy Scouts of America marked the then Lincoln Highway across America with concrete posts. The roads and alignments, the purpose of the route, and many memories live on today.

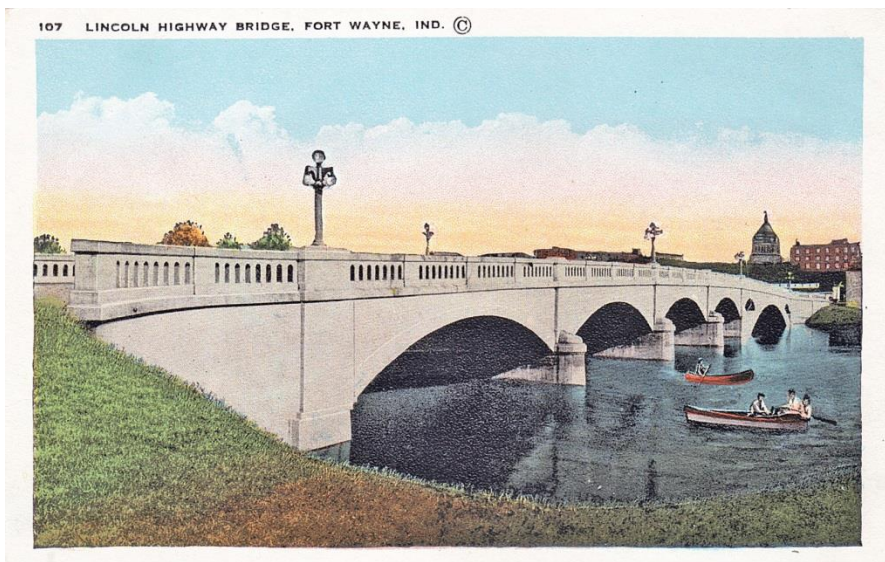


The Road Today in Indiana

Named to honor our 16th President of the United States, the historic Lincoln Highway remains an active vehicle corridor today linking Hoosiers to both New York and California. Since 1913 the Lincoln Highway (or, as in many places, Lincolnway) has stretched across Indiana over two distinct alignments.

Today the route provides evidence of Indiana's significant automotive and road construction history. Along the routes tourists will discover beautiful landscapes showcasing both rural and urban life, grand architecture from the last 150 years, and vistas providing glimpses into the past. The unique culture of northern Indiana is revealed through stops at diners, restaurants, bed and breakfasts, museums, historical sites, and through strolls along shaded main streets.

The initial federal numbering system for our nation's roads was implemented in 1926 and a large part of The Lincoln Highway became US 30 or adjacent to it. In Indiana the original 1913 west bound Lincoln Highway route was on US 30 through Fort Wayne, on US 33 to South Bend, along US 20 and IN 2 to Valparaiso, and realigned with US 30 to the Illinois border. The 1926 route was much more aligned with US 30 across northern Indiana. We use a **1928** date in this guide to coincide with the concrete post markers completed by the Boy Scouts that year.



“Let’s build it before we are too old to enjoy it.”

Carl Graham Fisher

Carl G. Fisher (January 12, 1874 - July 15, 1939) was an American entrepreneur. Despite suffering severe astigmatism, he became a tireless pioneer and promoter in the automotive, auto racing, and real estate development industries. In fact, he is often regarded as a promotional genius.



Fisher owned and operated what is commonly believed to be the first auto dealership in his home city of Indianapolis, and also developed an auto testing race track - the Indianapolis Motor Speedway. After being injured in stunts himself and addressing some safety issues at the Speedway, Fisher became a major advocate for both paved racetracks and public roadways. His leadership in such improvements led to the nickname for the Speedway as “The Brickyard.”

It was in 1912-13 that Fisher helped conceive and implement The Lincoln Highway, the first continuous road for automobiles across the entire United States.

“The Lincoln Highway is the greatest thing I ever did.”

Henry Bourne Joy

Henry B. Joy (November 23, 1864 - November 6, 1936) was President of the Packard Motor Car Company and was a major organizer of automotive activities as well as social activist.

Henry was born in Detroit, the son of Michigan Central Railroad president James F. Joy. James was heavily involved with the railroad push to Missouri and at one time had employed Abraham Lincoln to assist him with mergers.

In 1913 Joy and Fisher were perhaps the two most influential forces in creating the Lincoln Highway Association - a group dedicated to building a concrete highway from New York City to San Francisco.

In a few years Fisher got involved in the creation of the north-south Dixie Highway and his real estate work in Miami Beach, yet Joy remained dedicated to the Lincoln Highway. Naming the route for Abraham Lincoln was a decision led by Joy and the project was completed in his lifetime.



Lake County: 16.2 miles

- 0.0 Enter Indiana and Lake County at the Indiana / Illinois State Line on US 30 (also called Joliet St) and enter the city of **Dyer**.

Note: Dyer is home to the Ostermann Bench, two major Lincoln Highway labeled bridges and the “Ideal Section” of the Lincoln Highway.

- 0.5 The **Dyer Historical Society Museum** is on your right (south) side inside the Town Hall at 1 Town Square.

Note: Watch for the Lincoln Highway markings on two bridges crossing US 30 / Lincoln Highway. The first bridge is across Plum Creek and is shortly after passing the Dyer Town Hall. The second bridge is across the Dyer Ditch near the east edge of town in the midst of the Ideal Section.

- 1.5 On your right is the **Henry B. Ostermann Memorial Seat** dedicated in 1924 to honor his role as a former Field Secretary of the LH who passed away in 1920. Also here are **historical plaques** dedicated to the “Ideal Section” of the original Lincoln Highway – the first section of road of its kind in the US – a prototype of construction technology intended to identify it as the finest road in America. A **concrete marker** to mark the route of the Lincoln Highway was placed by the Boy Scouts in the area in 1928 and has also been added to this classic presentation.

Note: A “must see” stop, so park in the neighboring Woudeland Professional Center lot at 1160 Joliet St and walk to the display.

*Note: The Ideal Section is marked at both the east (in front of 1st Midwest Bank) and west (in the parking lot of the Hometown Inn) ends with a **red, white, and blue pole and memorial plaque** on the south side of the highway).*

*Note: The **Meyer’s Castle** (1370 Joliet St., Dyer) is just behind the Ostermann Seat.*

- 2.0 On your right, set back from the road, is a one room school house, St John #2. Soon you are entering the town of **Schererville**. Schererville is often called the Crossroads because several well-traveled Indian trails from the Fox, Sauk, and Potawatomi tribes intersect here. The easiest way through this area is to stay on US 30 through this area until you reach Joliet Street after passing under the railroad bridge. However, for a taste of the Old Lincoln Highway follow the italicized directions below.

Note: Turn right on an unnamed street which is the Old Lincoln Highway. You will be across highway US 30 from Atlas Transmissions and Motel Lee, plus the street going north is called Janice Drive. You can follow the Old Lincoln Highway several blocks to the “T” intersection with US 41 / Wicker Ave. Unfortunately US 41 is one way going south at this point. You might be able to see where the old route went down an unnamed path directly across US 41 from this point. Hard to get to that path so we recommend you turn right (south) at this intersection and then make a legal U-turn as soon as possible (perhaps at Mc Donald’s?) to turn back to the north on US 41 returning to US 30. Turn right (east) on US 30.

*Note: On your right is **Teibel’s Family Restaurant**, 1775 W. Lincoln Highway, Schererville, a fixture at this intersection since it opened as a 12 seat diner in 1929.*

Note: If you are investigative, you can take a right at the next light with Walgreen’s on your left after the turn. Follow that unnamed path through the parking areas around behind the buildings bearing to the right and you will be on another Old Lincoln Highway stretch going back west and dead ending at US 41. As you explore this route, Teibel’s will be on your right throughout. Turn onto US 41 / Wicker Ave off of this path and return to US 30 to continue your trip east.

*Note: Walgreen’s saved a small piece of the original Lincoln Highway which is displayed with a small **interpretive sign** on the wall to the left of their main entrance.*

- 3.2 After passing under the railroad bridge the Lincoln Highway will turn left at the next stoplight – Joliet St.

Note: For another short remnant of the original route through this area, you can turn right at this light and follow Old Lincoln Highway a short distance. The road bears to the right until it approaches the railroad tracks, then turns abruptly south to parallel the tracks. On that curve you might wish to get out of the car and walk up toward the tracks and you can see where the original route west went, but now impassable. Make a legal U-turn here and return to the light at US 30 and continue straight through to follow the Lincoln Highway toward the center of Schererville.

Note: At Junction Ave note in the lawn in front of the Schererville Town Hall (10 E. Joliet St, Schererville) the concrete marker erected by the Boy Scouts in 1928 to mark the Lincoln Highway coast to coast.

- 4.5 Pass through the town of Schererville and then cross the landmark **Old Lincoln Highway Bridge** at mile 4.8, crossing Turkey Creek just before reaching Cline Ave.
- 5.6 Continue on Old Lincoln Highway / Joliet St / 73rd Ave (the route name changes from time to time along here) through an area once known as **New Elliott** near Fairbanks and Colfax Sts.

Note: New Elliott is now a part of Schererville. The ornate St. George Serbian Orthodox Church is at 905 E. Joliet St.

- 8.4 Continue straight as you cross Taft St on the Lincoln Highway into **Merrillville**.

Note: Merrillville was originally known as McGwinn Village and later as Wiggins Point when it was a common stop for wagon trails along the Sauk Trail heading west to Joliet. Still later it was known as Centerville before ultimately becoming Merrillville.

Note: The Sauk Trail ran from Rock Island, Illinois on the Mississippi River to Detroit, Michigan long before automobile travel.

- 9.8 The **Merrillville-Ross Township Historical Museum**, 13 W. 73rd Ave, Merrillville, is in an old school house on your right.

- 9.9 Cross Broadway / SR 53 in Merrillville.

Note: See the Italianate 1877 Morgan-Skinner-Boyd Homestead (also known as Walnut Grove) at 111 E. 73rd Ave on your right.

- 12.0 As you cross Colorado St you are entering an area once known as **Green Acres**.

Note: Green Acres, along with Ainsworth, Lottaville, and Deep River ultimately became known collectively as Ross Township and later part of Hobart. Today Green Acres is a housing development.

Note: The Boyd House (c.1865) is on your left just after crossing I-65 and provided accommodations to early Lincoln Highway travelers.

- 14.2 At SR 51 the small village of **Ainsworth** is on your left (north) one mile. The Lincoln Highway continues straight ahead.

Note: Ainsworth was an early stop on the Grand Trunk Railroad. Much of this whole area has been consolidated into either Merrillville or Hobart over the years.

- 16.1 **Deep River County Park** and **Wood's Historic Grist Mill**, 9410 Old Lincoln Highway, Hobart, (originally from 1837 and rebuilt with brick in 1876) is on your left. The park and mill have become the first modern-day **Control Station with historical displays** for the Lincoln Highway in Indiana! Stop in for more information on the mill and the Lincoln Highway! Look for the baseball field where the Deep

River Grinders play baseball to the 33 (only) 1858 rules. Next door to the west is a home that dates to 1868 as well.

*Note: **Deep River** was originally known as Woodvale and was first settled around 1835 when John Wood built the first sawmill and grist mill in the area.*

16.2 County Line Rd marks the entry to Porter County.

Note: You can see remnants of an old bridge from a previous alignment across Deep River at the County Line intersection.

Porter County: 17.7 miles

0.0 Enter Porter County along Joliet Rd at the intersection with County Line Rd. When first settled in the 1830s, the whole county was heavily treed and full of both game and fruit.

0.7 Turn left (east) on US 30 across from Walgreen's Corporate Office complex.

Note: You can see remnants of the original Lincoln Highway on the left (north) side of the road, now used as drives for private residences, beginning at about mile 3.8.

4.3 Turn left on Joliet Rd toward **Valparaiso**.

Note: Both the 1913 original Lincoln Highway route and the 1928 alignment passed through Valparaiso. Originally the town was named Portersville in honor of Commodore Porter who fought bravely in Chile during the War of 1812. It is now home to Valparaiso University, originally founded in 1859 as one of the west's first coed colleges - Valparaiso Male and Female College.

8.0 As you approach the overpass to the railroad tracks just before downtown you may see a sign where the original route veered to the right. The original route crossed the tracks connecting Joliet Rd to downtown nearby using Kinsey St off of Stokes St. It is now overgrown and a dead end.

8.1 Turn right on Lincolnway / SR 130 after crossing the railroad overpass.

*Note: There are many fine architectural buildings around town dating from 1870 to 1940 and worth a look. One such building is the **Franklin House** (58 S. Campbell St., Valparaiso) near the railroad tracks off Indiana Ave just south of Lincolnway as you head toward the center of town. This is the oldest tavern in Porter County, dating to 1857.*

*Note: In the courtyard of the **Valparaiso City Hall** at 166 Lincolnway stands a **monument to the Lincoln Highway** and an original 1928 **concrete marker** erected by the Boy Scouts to mark the highway coast-to-coast.*

8.6 **The Porter County (PoCo Muse) Museum** (1871) 20 Indiana Avenue, Valparaiso, the next door **Opera House** (1893), 104 Indiana Avenue, Valparaiso, and **Valparaiso University** (see the magnificent Chapel of the Resurrection on campus) are each on your right as you pass through town - all worth a visit.

9.1 The Lincolnway intersection with Garfield Ave is where the 1913 and 1928 alignments intersect.

Note: The original 1913 alignment of the Lincoln Highway can be visited by turning right on Garfield and then a quick left (east) on La Porte Ave. However, today at the end of La Porte one must exit going south on Sturdy Rd which leads you away from the original route, thus it is not recommended. If you do end up here, go south on Sturdy and do a U-turn when you safely can. Go back north on Sturdy Rd to the roundabout with Lincolnway and take the first exit off the roundabout to the east.

10.2 & 10.7

At each of two roundabouts continue on around to La Porte Ave / Lincolnway heading east.

- 10.9 As you leave Valparaiso and pass under SR 49, the Lincoln Highway route east becomes SR 2.
Note: SR 2 and Old SR 2 follow the Sauk Trail in this portion of Porter County.
- 14.6 Turn right (south) on Old SR 2. While it is picturesque, it is also a rough road. It will reconnect to the newer SR 2 in .5 miles and then turn right (east) again.
- 15.0 Turn right once again on Old SR 2 / Old Indiana 2. A former town, no longer in evidence, known as Coburg was located in this area.
Note: This is a very picturesque section of the Lincoln Highway including the single lane railroad underpass. A great photo op!
- 17.5 Continue straight on Old 2, crossing SR 2 at the stop sign.
- 17.7 Cross into La Porte County at E 700 N and you will rejoin SR 2 shortly by turning left.

La Porte County: 25.8 miles

- 0.0 Enter La Porte County at E 700 N along Old SR 2 heading east.
- 0.3 Turn left off Old SR 2 onto SR 2 going east.
- 1.0 Turn left on S 1100 W to Lowman Lane, bearing to the right on Lowman toward Westville.
Note: Westville was actually the first settlement in La Porte County in 1829-1830. It lies at the junction of two railroads in addition to being on the Lincoln Highway. It is also home to a state correctional facility south of town. The Italianate style Everel S. Smith House (1879) on West Jefferson St is listed on the National Register of Historic Places.
- 1.3 Cross US 6 at a stop sign and continue straight ahead on Lowman Lane.
- 1.4 Turn right on Coulter Rd and prepare for a quick turn left.
- 1.5 Turn left (east) on SR 2 and prepare for a quick right turn.
- 1.6 Turn right on Main St into downtown **Westville**.
- 1.7 On your left (north) side is an **Abraham Lincoln Funeral Train marker** depicting one of the stops where Lincoln's Funeral Train stopped in 1865 on the way west to Springfield, Illinois.
- 2.0 Turn left (north) on US 421.
- 2.2 SR 2 will rejoin US 421 continuing north at this point.
- 3.4 Turn right (east) on SR 2 toward La Porte.
- 5.5 Pass through the small village of **Pinhook** and view the 1847 Pinhook Methodist Church on your left.
Note: Pinhook was originally known as New Durham but not much remains of the village today except the church and cemetery (1850).
- 9.2 Continue on SR 2 past S 500 W (or turn north if you like for a visit to the nearby area of **Pinola**).
*Note: On Forrester Rd is the Forrester House from 1858. Nearby are **Garwood Orchards**, 5911 W 50 S, La Porte, where the Garwood family has been farming since 1831! Their farm market is a major business, drawing visitors from as far as Chicago for their fresh fruits and vegetables. The Carmel Chapel and Cemetery is also nearby, 6253 W CR 50 S, La Porte, built in 1872 to serve a local Swedish Lutheran community. The area is often called Swedish Hills as a result.*
- 12.5 Turn left on Eggebrecht Rd as you enter **La Porte**.

Note: La Porte is French for The Door, and the county was settled near the Door Prairie in the 1830s. An early achievement in La Porte was the founding of the La Porte Medical School in 1842. One of its early graduates was William Mayo who went on to co-found the famous Mayo Clinic in Minnesota.

Note: South and west of the Lincoln Highway through La Porte is the historic Door Village along Joliet Rd, or the Sauk Trail. There you can visit the 1832 Methodist Church, plus further along Joliet Rd is the site of a stockade fort built in 1832 to protect settlers during the Blackhawk War. It is marked today by a fine stone monument.

Note: Also south of downtown on Indiana Ave / US 35 is an interesting 9-sided barn known as the Door Prairie Barn. Visit the La Porte County Historical Society Museum nearby at 2405 Indiana Ave.

12.8 At the 5-way intersection take the road straight ahead of you onto 4th St bearing to the right.

13.0 Turn left to rejoin SR 2 (also called J St) and enter downtown La Porte.

13.2 Bear to the right (east) to continue following SR 2 through downtown La Porte. La Porte downtown is squared up on the Sauk Trail so is not in the traditional north, south, east, west configuration.

Note: One of the early manufacturing businesses of La Porte was the Advance-Rumely Corporation that developed an advanced tractor engine which literally changed agricultural practices across the Midwest. Also, please note the variety of architectural styles of the buildings and homes throughout La Porte, especially on Indiana and Michigan Aves.

13.8 At Michigan St next to the beautiful sandstone La Porte County Courthouse (1894) you might wish to turn left (north one block) and view a **Lincoln Highway commemorative kiosk with historical displays** and the refurbished **Train Depot**.

*Note: At 607 Lincolnway on your left is a small restaurant that was originally the Lincoln Way Buffet in the 1920s. The interior has been historically maintained. At the intersection of North St and the Lincoln Highway on your right (south) is **Archie's**, 104 North Street, La Porte, in this same location as a diner for over 60 years.*

20.5 Turn left on CR 450 and prepare for a very quick right turn on Oak Knoll Rd.

Note: A remnant of the old road can be seen on your left (west) on private property at the intersection with Oak Knoll.

20.5 Turn right on Oak Knoll Rd. You will be passing along the southern edge of **Rolling Prairie**, which was on an early alignment of the Lincoln Highway. Today due to road changes over time, Rolling Prairie is bypassed.

Note: Rolling Prairie was first settled in 1831 and was initially named Nauvoo, later changed to Portland and in 1853 changed by the postmaster to Rolling Prairie out of respect for the beautiful terrain here. Rick Erwin has a wonderful You Tube video on Rolling Prairie from 2018 that is well worth watching for a better understanding of middle America and especially northern Indiana in the early to mid-20th century: <https://www.youtube.com/watch?v=SyikwXhUxuA>

Note: If you visit Rolling Prairie, be sure to stop at the Post Office, 3 S Depot Street, Rolling Prairie, and view the two magnificent 24' by 36' paintings by Michael Zieve depicting life in Rolling Prairie in the 19th and 20th centuries.

21.5 At the intersection of Oak Knoll and US 20 stay straight ahead on Oak Knoll across US 20. You will be leaving SR 2 behind and joining US 20 up ahead. This area was commonly known as Plum Grove at one time.

*Note: This is an important intersection from back in the day-US 20 is coming to this spot from Chicago to connect with SR 2. On your left at this intersection is **Jennie Rae's Restaurant**, originally well known*

as Bob's Bar-B-Que. Bob's was established in 1927, was open 24/7/365, served meals to the 80+ interstate buses that passed through daily, and at one time had some cabins and a motel for overnight stays. You can still find remnants of the cabins on the grounds. Bob's offered an "extra large" T-bone steak, sizzling in butter for \$1.00." Stop in to Jennie Rae's for some delicious home-style cooking, check out the Bob's memorabilia on display, and pick up a pie for the road!

22.2 Turn left (east) and join US 20.

25.8 Enter St. Joseph County on US 20.

St Joseph County: 27.0 miles

0.0 Enter St. Joseph County on US 20 at County Line Rd.

0.6 As you enter **New Carlisle**, US 20 will become Michigan St then revert to Lincolnway / US 20 once through town. It is called Michigan St because it runs together with the Michigan Road Historic Byway (from 1829) through this area.

Note: New Carlisle was originally known as Bourissa Hills, named for a local Potawatomi Indian college graduate. The town overlooks the fertile Terre Coupee Prairie on the east side of town.

*Note: The town celebrates its heritage each summer and also maintains fine displays downtown, including **murals and a historical interpretive panel** of the Lincoln Highway.*

1.1 At the top of the hill on your right is the Jeremiah Service House (1860) better known today as the Old Republic. It stood as a Bed & Breakfast for many years and until recently also housed Historic New Carlisle local history museum (now relocated to the middle of town).

1.3 Lincolnway / US 20 curves left, passes under a railroad viaduct, and then curves back to the right (east).

Note: At mile 8.4 on your left is the Ken Rose Motel, 25725 US 20, South Bend, a 50s era motel still in operation.

10.0 Continue straight (east) on Bus US 20 across the intersection with US 20 Bypass and US 31 Bypass.

Note: On your right is the South Bend Chocolate factory. Stop in and feed your sweet tooth.

11.4 At the roundabout for Mayflower Rd continue straight and in a southeasterly direction toward downtown **South Bend**.

Note: South Bend is the largest city in the area and was settled at the southernmost point of the St. Joseph River. By 1900 South Bend / Mishawaka was a leading manufacturing city in the Midwest. Such companies as Bendix, Studebaker, Oliver, Birdsell and Singer have called South Bend home. In addition to supporting the auto industry, the area has been a leader in farm equipment, mills and breweries over the years.

Note: There is a remnant of the original Lincoln Highway that is accessible on airport grounds if you go left (north) on Mayflower at the roundabout.

11.9 At a second roundabout at the South Bend Regional Airport, continue on in the same direction toward downtown on Lincolnway.

12.5 The **Volcano Restaurant**, 3700 Lincoln Way W, South Bend, is on your right, a well-known South Bend eatery for many years. Lincolnway becomes La Salle St as you enter the downtown area.

15.1 Turn right (south) on Lafayette St - be prepared to turn left soon.

Note: If you want another wonderful and short drive or walk, turn right on West Washington St rather than left (see below). Visit the Kizer House at 801, the 1897 Oliver Mansion at 808, and other fine

homes along here from that era, as well as the fabulous **Studebaker National Museum** and **The History Museum**, 201 Chapin St, South Bend.

Note: The Studebaker Company began as a blacksmith shop in 1852 in South Bend and evolved into manufacturing wagons before long. By 1890 they were on 98 acres here and the largest wagon manufacturer in the world. Ultimately they were the only company of its kind to successfully transition to the gas powered automobile.

- 15.3 Turn left (east) on Washington St.

*Note: At the intersection of Washington St and Michigan St is a **State Historical Sign** depicting the crossing of the Dixie Highway (from Michigan to Florida) with the Lincoln Highway (from New York to California). Both roads were initiated through the marketing genius of Hoosier Carl Fisher. A **historical bronze tablet** honoring both Fisher and co-founder Henry Joy is located on the east façade of **Café Navarre** across the street.*

- 15.5 Turn right (south) on Michigan St.

- 15.8 Turn left on Western Ave and prepare to turn right (south) immediately back onto Michigan St.

*Note: **Notre Dame University** was founded just north of here one mile in 1842. You might wish to visit the grotto, 1852 Basilica, and grounds of one of America's great universities.*

- 15.9 Turn left on Monroe St traveling east-southeast.

- 16.4 Pass the signs for the Edgewater District of South Bend on your left. Edgewater was one of the first subdivisions of the South Bend area with roots to the 1870s.

- 16.9 Bear left along the edge of the St. Joseph River as the road is Lincolnway East once more.

- 17.9 Take a look at the beautiful landscaping at the corner of Lincolnway and Inwood Drive on the viaduct along the south side of this intersection, currently maintained by the Indiana Lincoln Highway Association.

- 18.1 On your left (north side) is the well-known **Bonnie Doon Drive In**, 2704 Lincolnway West, Mishawaka. Stop in for a terrific milk shake as you enter the town of **Mishawaka**.

Note: Mishawaka has at times been known as the Peppermint Capital of the World due to its fertile loam that aids the growth of mint plants. Like other towns in the area, it was settled along the St. Joseph River. The town has many magnificent homes dating to the 19th century along the Lincoln Highway and the river.

Note: The town is currently home to the manufacturing site for the Hummer, and at one time was home to the American Simplex Auto plant-an early luxury car of the auto industry (1906-1915).

Note: In 1828 this whole area of northern Indiana was literally stolen from Michigan! The towns of La Porte, South Bend, Mishawaka, and Osceola were claimed by Indiana as they sought statehood, and since Michigan was not yet a state, they did not get to vote on the matter.

- 19.0 Pass the beautiful **Kate's Garden**, 1122 Lincolnway West, Mishawaka, on your left. Also on the north side as you pass through town are Beutter Park, the River Walk Trail connecting South Bend and Mishawaka, and the St. Joseph River.

- 19.7 An old Studebaker Showroom is on your right and one can see the distinctive Studebaker logo embossed on the façade. Virtually across the street is an original Carnegie Library along Hill St, now repurposed. A bit further on your right is the free-standing **Wills Clock**, 104 Lincolnway East, Mishawaka, dating to 1871.

- 20.0 The beautiful 1903 **Beiger Mansion**, 317 Lincolnway East, Mishawaka, is here on your right, followed by the 1834 First Presbyterian Church.
- 22.2 Pass by Laing Park (just beyond SR 331 and next to Mc Donald's, across the street from Motel 6 (once known as the Lincoln Highway Inn) with a pretty stream flowing through it and the cemetery on the hill. There is a great example of an old Lincoln Highway remnant visible near the south side of SR 933. Near the creek you can see an old piece of tarmac and a short fieldstone wall. This wall was at one time on the north side of the original Lincoln Highway.
- 23.6 Continue on Lincolnway / SR 933 and enter **Osceola**.
- Note: Osceola is named for a much publicized Seminole Indian Chief of the day and was originally settled in the 1830s - along the Goshen Road, sometimes called the Old Fort Wayne Road. Today it has evolved into a suburb for South Bend, Mishawaka, and Elkhart.*
- 26.0 Turn left (north) on Ash Rd / County Line Rd.
- Note: An alternative route into Elkhart County continues straight (east) at this intersection of SR 933 and County Line Rd and becomes Franklin St in Elkhart. If you follow this alignment, you can rejoin the original Lincoln Highway at Indiana Ave and Vistula St (see the Elkhart County guide).*
- 27.0 Turn right on CR 16 which will become Indiana Ave as you enter Elkhart County and the city of **Elkhart**.

Elkhart County: 29.7 miles (the RV Capital of the World)

- 0.0 Enter Elkhart County by turning right on CR 16 off of County Line / Ash Rd in St. Joseph County.
- Note: When approaching Elkhart County from Osceola along SR 933 at County Line / Ash Rd, a later alignment crossed this intersection on to Franklin St toward Elkhart and ultimately rejoined the original route at Indiana Ave. Also when traveling this alternate route, you can see yet another re-alignment by turning left on La Rue, right on 26th St, and then rejoining Franklin St by going left (east) to Indiana Ave.*
- 3.0 Cross Nappanee St / IN 19 and continue ahead on Indiana Ave into **Elkhart**.
- Note: Elkhart takes its name from a Shawnee Chief, the cousin of the famous Chief Tecumseh, father of princess Mishawaka (a town 10 miles to the west in St. Joseph County). Elkhart built one of the largest train yards east of the Mississippi River which has led to many manufacturing opportunities. The city is built at the confluence of the St. Joseph and Elkhart Rivers.*
- Note: For an excursion that might be tricky but follows an early Lincoln Highway route around the southern side of Elkhart bypassing the downtown use the route below:*
- Continue across Franklin St on Indiana Ave to a "T" intersection with Oakland Ave.
 - Turn right on Oakland, then an immediate left back onto Indiana Ave (east) once again.
 - Follow Indiana Ave to US 33 / Main St and turn right.
 - In about .2 miles turn left at Lusher Ave and cross the RR tracks.
 - Turn right on Sterling Ave and follow it to Hively Ave.
 - Turn left on Hively and take a quick right turn on CR 45.
 - Follow CR 45 to Sunnyside Ave, turn right across the RR tracks again and then turn left (east) on US 33 toward Dunlap and Goshen.

These directions will bypass downtown Elkhart so it is not our first recommendation. This route will bring you to approximately the 8.2 mile mark on the preferred route through the center of town.

3.7 Turn left on Franklin St and then bear left onto Vistula St at a “Y” intersection. Vistula will ultimately become Jackson Blvd toward the heart of town.

5.0 Turn right (southeast) on Main St through the middle of downtown Elkhart.

*Note: Besides being a hub for the RV manufacturing industry, Elkhart also houses the **RV Hall of Fame**, 21565 Executive Parkway, Elkhart, on the NE side of town, is home to the **Hall of Heroes Superhero Museum**, 1915 Cassopolis St, Elkhart, was once home to the world’s largest manufacturer of band instruments (Conn Instruments), was home to Miles Laboratories (Alka-Seltzer), has incredible architecture and gardens, plus you might wish to visit the remodeled **Elkhart Hotel**, 500 South Main Street, Elkhart, and the **Lerner Theatre**, 410 South Main Street, Elkhart - both in the center of downtown.*

5.5 A wonderful **National New York Central Railroad Museum**, 721 South Main Street, Elkhart, is on your right as you approach the railroad tracks. Around the corner is the **Elkhart Train Depot** still in use.

8.0 Cross under US 20 on US 33 and enter the village of **Dunlap** followed by an area known as **Midway**. US 33 follows an ancient Indiana trace toward Fort Wayne from the 1800s.

Note: Dunlap was actually the first county seat, but in the past 50 years has evolved to be more of a suburb to Goshen and Elkhart.

Note: Midway was an unincorporated area that once housed a wonderful Midway Drive In Theater halfway between the two larger towns, as well as the Corral Drive In next door. The area was decimated by the twin tornados of Palm Sunday, 1965).

12.5 Turn left (north) at Peddler’s Village Rd across the railroad tracks.

12.6 Turn right on W Wilden St / CR 45.

13.9 Turn right to cross the tracks again at Beaver Lane.

14.0 Turn left on Bashor Rd which will shortly become Chicago Ave and enter **Goshen**.

Note: Named for the biblical Land of Goshen, Goshen is today a center of creativity and craftsmanship. The downtown area has many buildings from the 19th century still in use. The Elkhart County Fair is annually held at the fairgrounds here and draws up to 250,000 visitors - the second largest county fair in the Midwest.

14.5 Pass alongside on your right the **Old Bag Factory**, 1100 N. Chicago Street, Goshen, originally known as the Cosmo Buttermilk Soap Company dating to 1896, which later became the Chase Bag Factory until 1982. The factory currently houses specialty shops and a café.

Note: A temporary alternative route to the primary route (and still marked) turns left at this historic bridge, crosses the river, then turns right on River Ave, and then another right on 1st St. You can rejoin the Lincoln Highway by turning left on Pike Street. This alternative route was used by a coast-to-coast military convoy in 1919 that included a young Lieutenant Colonel Dwight Eisenhower. The iron bridge across from the Old Bag Factory is known as the Fort Wayne Street Bridge and was built in 1896.

14.9 Turn left onto West Pike St and cross the Elkhart River Bridge.

15.3 Turn right (south) on Main St through downtown Goshen.

15.5 On your left is the **Olympia Candy Kitchen**, 136 North Main Street, Goshen, a world-famous maker of chocolates that has been at this site across from the Elkhart County Courthouse since 1912. The whole of downtown Goshen plus several blocks to the east are part of a National Historic District and worth a walking tour.

*Note: See both the classic **Elkhart County Courthouse** with its 1906 statue of Neptune in the yard*

on your right and a **police booth** from 1939 designed to protect the local banks and downtown businesses. The police booth has seven gun ports and bulletproof glass.

*Note: The newly refurbished **Goshen Theater**, 216 South Main Street, Goshen, dates to 1905 and is on your left as you drive through town. One block to your left on 5th St and Washington St is the first Carnegie Library in Indiana.*

- 15.8 Turn left on Madison St and drive to a "T" intersection with US 33, and with Goshen High School on your right.
- 16.4 Turn right to rejoin US 33 east, also called Lincolnway East in this area.
- 17.5 Visit **Fidler Pond Park**, 1424 Lincolnway East, Goshen, on your left for a wonderful **Lincoln Highway commemorative kiosk with historical displays**, and then hike the 1.2 miles around the lake.
- 23.2 In the unincorporated village of **Benton** you will see some tourist cabins on your left (north) that date to the 1920s. Some are currently being refurbished and the owner might be around to show his work. The site has recently been added to the National Register of Historic Places.

Note: Named for the politician Thomas Hart Benton, the town was platted in 1832 and grew nicely once the railroad passed through in 1892, though not a lot remains today.
- 26.8 If you wish to see another early alignment of the Lincoln Highway turn left onto CR 148 and then take the first right on Old 33 and re-enter US 33 in about .4 miles.
- 27.4 Turn left (east) on CR 50 toward Ligonier.
- 29.7 Cross the county line into Noble County. There is no intersection here but there is a distinct change in the pavement. In Noble County the route will become Lincolnway once more.

Noble County: 21.6 miles

- 0.0 Enter Noble County from Elkhart County on CR 50. There is no County Line Rd but the pavement changes abruptly and becomes W 800 / Lincolnway within Noble County.
- 1.7 The **Fashion Farm**, 1680 Lincolnway West, Ligonier, is on your left (north) and is a fine restaurant owned by local residents for many years. A nice nursery and small museum are on the site as well. Ask about their Lincoln Highway connections and albums.
- 2.7 You are entering **Ligonier** on Lincolnway West. Note the two stone pillars on your left depicting the entrance to a former WPA auto tourist camp that is Woodland Park today.

Note: The Indian name for this part of Indiana was Strawberry Valley. Later it became known as Perry's Prairie by the early white settlers. Still later the name was changed to that of a Pennsylvania town by the same name. From the 1940s to the 1990s Ligonier was home to the second largest marshmallow plant in the U.S. - Kidd & Company. The city continues to hold a marshmallow festival each summer.
- 3.4 Turn right (south) on Cavin St. You might want to go up and down both Cavin St and Main St (one block to the right / west) to get a flavor for the wonderful architecture (like the 1898 Neoclassical Jacob Strauss home) of Ligonier in days gone by.

Note: A now privately held one-room Jewish Synagogue on Main St in Ligonier is one of the few remaining 19th century synagogues in America. Ligonier had a significant Jewish community by the end of the 19th century.

Note: Ligonier is often called the City of Murals for the over 25 murals on the sides of buildings paying tribute to the town's storied past.

- 3.7 The 1906 **Solomon Meir Manor**, 508 S Cavin St, Ligonier, is on your right, home of a former civic leader in the community.
- 3.9 Pass or stop and visit the local **Ligonier Visitor's Center**, 800 Lincolnway South, Ligonier, on your right, just past the triangular city green space and Town clock.
- 4.4 Continue straight across the intersection of SR 5, US 33, and US 6 at the light to follow US 33 to the south and east.
- 5.3 Look for a piece of Old 33 that will turn off to the left for a short distance. This is the last remaining remnant of **original brick Lincoln Highway** in Indiana. Merge back onto US 33 / Lincolnway at mile 5.5.
- 6.2 Notice the old structures belonging to **Stone's Trace** on your right and a remnant of old Lincoln Highway in front. At one time the tavern could house 35 people and was charging 25 cents a night.

Note: There are 4 buildings on the property. The Stone's Tavern built in the Federal style dates to 1839. This site is often open to the public for viewing. The Tavern is open during the Annual Pioneer Festival which occurs the weekend after Labor Day and for special events.

- 8.3 Turn left into **Kimmell** and follow Clark St through town.

Note: Kimmell was originally named Sparta but when a local leader named Kimmell was able to place a railroad siding in the village, they decided to change the name in his honor. Kimmell might also be the only town in America with a street named Hitler - for a local farmer, not the fuhrer.

Note: Many of the old warehouses lining the tracks in Kimmell stored onions, mint, and even popcorn.

- 9.4 Turn left to rejoin US 33 / Lincolnway.
- 11.3 On your right is the highly regarded **Kimmell House Bed & Breakfast**, 1397 N US-33, Kimmell, built in 1876 with 97,000 bricks and for under \$5000.
- 14.0 As you enter **Wolf Lake** on Lincolnway (also called US 33 or Wayne Street), stop into **J.R.'s Dari Sweet** for a treat. It has been on this site many years.

Note: The area was initially populated by the Miami and Potawatomi Indians. Wolf Lake was actually the first village in Noble County, and at one time was famous for onion fields. They still celebrate that history with Onion Days every August.

- 14.5 On your right (west) side at the intersection with SR 109 is the former Luckey Hospital Museum, site of a private hospital from 1929-1957. Dr. Luckey was the first County Consul (advisor) to the Lincoln Highway Association representing Noble County.
- 15.0 Look for a remnant of old road on your left that is now used for private drives.
- 15.7 Another remnant of old road can be seen on your right and also used for private drives.
- 18.4 Turn left into **Merriam** on Oak Street and pass through the cemetery.

Note: One claim to fame for Merriam is that it is likely the burial site for Uncle Sam! A raging argument between Troy, New York and Merriam, Indiana took place 50 years ago over where Uncle Sam, or Samuel Wilson, is buried. Though Troy claims Uncle Sam as their own, there appears to be an equal amount of support that Sam actually moved from Troy, ultimately died near here, and is buried on the north side of this cemetery, amid a nice stand of trees. Very fitting - along the Lincoln Highway.

Note: On your left just past the cemetery is an old school house for District #4, dating to 1914. It is a unique two-room school house versus the more typical one-room of the day. The school is currently in disrepair.

Note: Residents had hoped to name their new Post Office (1853) as Noblesville. Since that city name was already taken, they settled on Merriam.

19.0 Turn right on CR 50 W and then a very quick left back onto Lincolnway E / US 33.

19.1 Cross straight ahead over SR 9 at the intersection and head southeast on Lincolnway.

21.6 Enter Whitley County at County Line Rd / E 600 S.

Whitley County: 6.4 miles (alphabetically last of the 92 Indiana counties)

0.0 At County Line Rd / E 600 S enter Whitley County.

3.2 For a short turnout on the original Lincoln Highway turn left onto CR 600 N, then turn right on to Old US 33 which will rejoin US 33 shortly. Turn left on US 33.

3.4 Note the Indiana University logo formed by an island in the pond to your right (an I over a U).

Note: There is also an early road culvert on your left side (north) at mile 4.2 as you enter town.

4.8 Cross SR 205 on Main St / US 33 in downtown **Churubusco**.

Note: Churubusco has a fascinating history. It began as the two towns Union and Franklin on either side of the railroad tracks. Ultimately both towns wanted a post office but the postmaster general would not grant two post offices so close together, nor would he allow either Union or Franklin to be the town name since both were already in use. So the two towns voted to rename the new post office Churubusco, after the great military victory of 1847 in Churubusco, Mexico. Churubusco roughly translates to land of the hummingbirds in the native tongue.

Note: The town is often nicknamed Turtletown, particularly since the late 1940s when it gained national media attention for a giant turtle named Oscar, the size of a small car that had supposedly been spotted in Fulk's Lake in the area. Many have indicated they have seen the giant turtle over the last 50 years with the last in 1994, but unfortunately there is no pictorial proof it existed - just a great story.

5.3 The **Magic Wand**, 602 South Main Street, Churubusco, on your right has been a recognizable stop for diner food or ice cream for many years. See the 100s of clowns decorating the interior.

6.4 Reach the county line at County Line Rd / N 950 E and enter Allen County.

Allen County: 33.5 miles

0.0 Cross the county line from Whitley County on US 33 at County Line Rd / N 950 E.

2.1 There are several old remnants you may wish to see within the next 2 miles.

Note: At 2.3 near Flagler Rd you will find a culvert on the right (south) side of the road and then at Hildebrand Rd is a retail business that uses an early Lincoln Highway alignment as a part of a parking lot.

Note: At 3.5 is a pony truss bridge on the north side of US 33 just before Chase Rd.

Note: At 4.0 near Lamle Rd is a curve re-alignment on the right (south) side of the road.

8.2 At Washington Center Rd note the sign indicating to turn right to follow the 1928 route west or to continue straight ahead to follow the 1913 and 1928 routes east. Continue straight and take the US 33 South ramp to remain on US 30 East / Goshen Rd.

Note: There is a short bit of an old Goshen Rd / Lincoln Highway remnant at 8.6 that remains, yet is now a dead-end at the interstate ahead. However, it is only reachable from the westbound lane.

9.4 Do not enter US 69 in either direction and continue straight over that interstate toward downtown **Fort Wayne**.

9.7 Cross Coliseum Blvd straight ahead on Goshen Rd toward downtown.

Note: Fort Wayne is the largest city in Indiana along the Lincoln Highway with many points of historic interest. It began as a settlement in the Maumee River Valley in the 1680s and grew in prominence when General Anthony Wayne built a fort here at the confluence of the Maumee, St. Joseph's, and St. Marys Rivers in 1794. For much of its early existence, Fort Wayne was a manufacturing and development hub - the first gas pumps, the first refrigerators, and the first home video consoles all originated in Fort Wayne. Fort Wayne has a nice variety of distinctive architecture, great walking trails and classic churches you won't want to miss.

10.3 The **Venice Restaurant**, 2242 Goshen Rd, Fort Wayne, is on your left and has been a popular restaurant for over 50 years at this location. The road name changes to Goshen Ave in this area.

11.5 Continue through the roundabout and stay on Goshen Ave.

11.8 Turn left (east) on State St and move to the right hand lane.

12.0 Turn right (south) on Wells St and move to the left turn lane.

12.4 Turn left onto Putnam St and then back to the right where the road curves and becomes Harrison St.

12.9 Cross the **Harrison Street Bridge** and look to the right to see the **Wells Street Bridge** which was on the original Lincoln Highway. Today it is only open to foot traffic. There is a great **mileage plaque** on the Harrison St Bridge indicating the mileage to New York or San Francisco.

13.3 As you enter the heart of town turn left (east) on Wayne St.

*Note: A wonderful small diner by the name of **Cindy's Diner**, 230 W. Berry Street, Fort Wayne, is nearby at the corner of Berry St and Maiden Lane. "Serving the world.....15 people at a time" is the motto of Cindy's Diner. Cindy's is a Valentine Diner from 1954, manufactured in Wichita, Kansas.*

*Note: **The History Center**, 302 E. Berry St, Fort Wayne, is on the corner of Barr St. and Berry St.*

*Note: Visit Fort Wayne, the **Visitors Center for Fort Wayne**, 927 S. Harrison St, Fort Wayne, is on the 1913 west bound route at the corner of Harrison St and Washington Blvd. You should stop in here and see the great things they have to offer. Visit Fort Wayne is now an official **Control Station with a historical display** for the Lincoln Highway in Indiana. They also have a **cement marker** on the corner of Harrison and Washington. It is one of the 2400+ posts placed by the partnership of the national Lincoln Highway Association and the Boy Scouts in 1928 to mark the Lincoln Highway coast-to-coast.*

14.0 Turn right (south) on Harmar St and cross Washington Blvd (one way west). Harmar will veer to the left and become Maumee Ave for a short distance through Nuckles Park. Much of the early driving through Fort Wayne was along Maumee Avenue and you will read about other remnants of that historic route that still remain today as you continue east.

14.2 Turn right once more as Harmar intersects with King St and prepare to quickly turn left (east) on the one way street Jefferson Blvd. Jefferson will change names to Maumee Ave shortly after the turn.

15.2 Turn right (south) on Anthony Blvd.

Note: The Lincoln Highway initially followed Fletcher Ave through this part of Fort Wayne and Fletcher is parallel and one block further east from here if you care to see it.

- 15.5 Turn left on Wayne Trace and follow it a short distance to New Haven Ave.
- 15.7 Turn left on New Haven Ave and continue east. Just prior to merging into SR 930 note an old tourist style motel, now repurposed, on your right (south) with a Bates Motel sign in the window.
- 18.0 New Haven Ave now merges with SR 930 toward New Haven. The Brooks Construction Company of Fort Wayne laid much of the early concrete for the Lincoln Highway in 1914 in this area.

Note: Two additional remnants of Maumee Ave are a bit back toward Fort Wayne from this point. To see one of them from this exchange, go west on SR 930 to just past the exit for SR 930 / Coliseum Blvd and take the first right turn along Maumee Ave. This is a heavily industrialized area but you can follow the route about .5 miles. Then turn left on Washington Blvd and follow it back to the New Haven Ave intersection.

Note: The second remnant is generally parallel to SR 930 on the north side of it. To reach it go back west on SR 930 about ½ mile and turn right on Meyer Rd. At the “T” intersection you can go a short distance to the left (west) on Old Maumee Ave and see where it dead ends today. And / or you may continue on around to the right (east) and follow Maumee to Estella Ave. Estella will soon turn south and you should turn left on Nelson Rd, and then right again on Maplecrest Rd which will return you to SR 930. Turn left (east) toward New Haven to continue your journey.

- 18.3 Enter the town of **New Haven** at Maplecrest Rd and SR 930.

Note: New Haven was first settled around 1839 along the Wabash and Erie Canal System of transportation through this part of the state, originally near what was known as Gundy’s Deadening.

- 18.6 The **Castle Automart**, 6623 Route IN 930, Fort Wayne, on your left is a landmark building erected in 1913, the same year as the opening of the original Lincoln Highway. It was initially known as Holter’s Roost, named after William Holterman, who owned a chicken and chicken feed empire on the Lincoln Highway here. The area was once called Holterman’s Crossing and a trolley service ran on the north side of Maumee Ave here.

Note: On the north side of this building is another short segment of Maumee Ave which dead-ends after going back 2-3 blocks to your left (west).

- 19.4 Stay left (almost straight ahead) on Lincolnway as SR 930 bears to the right. Continue on the Lincoln Highway to Green St.
- 20.3 On your left 2 blocks north at State St is a remodeled Wabash Railroad train depot, 594 State St, New Haven, that is occasionally open for use or viewing.
- 20.5 If you want to visit the current downtown area of New Haven, turn left on Broadway for .4 miles. The original City Hall from 1913 and a memorial to the Wabash-Erie Canal are in the downtown district. Also at this point is the **New Haven City Hall**, 815 Lincoln Highway E, New Haven, on your left and another **concrete marker** erected by the Boy Scouts in 1928 to mark the Lincoln Highway stands proudly in the front yard with a **historical plaque**.
- 20.9 To continue on along the Lincoln Highway turn right (south) on Green St back to SR 930.
- 21.1 Turn left (east) on SR 930 and pass under and straight ahead at the interchange for I-469. The name of your route changes to US 30 beyond this interchange.
- Note: At 21.6 just past I-469 on the right (south) of US 30 is a frontage road that was part of an early Lincoln Highway alignment. Turn right at the light for Doyle St to view it running both east and west for a short distance, parallel to US 30;*
- 24.2 Turn left onto Old US Highway 30, also called Lincoln Highway.

Note: Just after leaving US 30 and on your left at the curve you can see where the original Lincoln Highway extended straight to the west.

- 24.9 Turn left onto an unnamed road on your left that passes by a cemetery (also on your left) and an old one-room school for District No. 5 (c. 1905) on your right.
- 25.2 Here you will enter the village of **Besancon**, first settled by immigrants from France and Switzerland in the 1840s before any roads crossed the area. It was first called "New France" but later renamed Besancon as a village grew up around the Gothic Revival style **St. Louis Roman Catholic Church** (1846). Visit the adjacent St. Louis Besancon School (1915) and church cemetery and stop in for a look at the beautiful church sanctuary.
- 27.5 At Paulding Rd pass through the unincorporated area known as **Zulu**, a name randomly picked from the dictionary. A Post Office was established here in 1880 and **Billy's Downtown Zulu** is on the corner of Paulding Rd.

Note: Just past Zulu at mile 28.0 on your right is an original curve in the road, currently on private property.

- 29.4 Pass an old cabin on your right that purportedly was part of a number of tourist cabins that stood on these grounds in the days of early auto travel.
- 30.0 At the intersection of SR 101 is the village of **Townley**. Not too many buildings remain here as the original village general store, grain elevator, a few homes and a church were decimated by a severe tornado on March 28, 1920. You can visit **Triple T's**, originally called Todd's Townley Tavern at this intersection
- 33.1 The original Lincoln Highway reconnects to US 30 at this point. Turn left (east) toward Ohio.
- 33.5 The Indiana / Ohio State line.