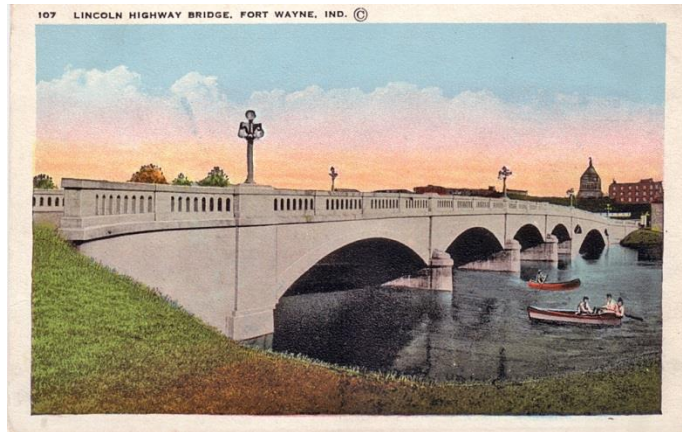


INDIANA'S LINCOLN HIGHWAY BYWAY

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



- Historical markers, 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 markers. 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.



1913 Indiana Lincoln Highway

East to West

Allen County: 33.5 miles

- 0.0 Indiana / Ohio state line
- 0.4 The original Lincoln Highway turns off US 30 to the right.
- 3.5 At the intersection with SR 101 is the village of **Townley**. Not many buildings still here as the original town with its general store, grain elevator, homes and a church were decimated by a severe tornado on March 28, 1920. You can visit **Triple T's**, formerly known as Todd's Townley Tavern, at this intersection.
- 4.1 Pass an old cabin on your left that we understand was part of a group of tourist cabins on these grounds in the early days of auto travel.
- 5.4 On the south side of this curve is an original part of the old road, presently on private property.
- 6.0 At Paulding Rd pass through the unincorporated town known as **Zulu** - a name randomly picked from the dictionary. A Post Office was established here in 1880 and **Billy's Downtown Zulu** is here at the intersection.
- 8.2 Enter the village of **Besancon**, a village first settled by immigrants from France and Switzerland in the 1840s before any roads crossed the area. It was first named "New France" but became Besancon when a village grew up around the very special Gothic Revival style **St. Louis Catholic Church** (1846 and 1871). Visit the old cemetery as well as the beautifully remodeled church sanctuary.
- 8.3 Take the unnamed road that veers to the right just in front of the St. Louis Besancon School between the one-room Jefferson Township #5 Center School (1892) on your left and another old cemetery on your right before rejoining the Lincoln Highway.
- 9.2 As you approach US 30 once again, notice the remnant of road to your right that heads more directly west and was once the route of the original Lincoln Highway.
- 9.3 Turn right (west) onto US 30 which will become SR 930 just beyond the I-469 interchange.

Note: At 10.8 on your left (south side) and just prior to reaching the I-469 interchange is a parallel frontage road that was part of an early Lincoln Highway alignment. To view this remnant turn left (south) at the light onto Doyle Rd; the remnant is the first street you come to going both east and west.

- 11.9 Enter the town of **New Haven**.

Note: New Haven was first settled around 1839 along the Wabash and Erie Canal system of transportation through this part of Indiana, originally near what was then commonly called Gundy's Deadening.

- 12.4 Turn right (north) on Green St and proceed to the Lincoln Highway / Dawkins St intersection.
- 12.6 Turn left (west) on Lincoln Highway.

Notes:

- At 13.0 you may want to visit the New Haven downtown area. To do so, turn right on Broadway and proceed north .4 miles. A memorial to the Wabash-Erie Canal is downtown.
- At 13.1 is the **New Haven City Hall**, 815 Lincoln Highway E., New Haven. A **concrete marker** dedicated by the Boy Scouts of America in 1928 depicting the route of the Lincoln Highway stands in the entryway with a **historical plaque**.

- At 13.2 or State St you can visit a remodeled Wabash train depot, 594 State St., New Haven, that is occasionally open for use and viewing. Turn right (north) for two blocks to view.

14.1 Stay to the right (straight ahead) to merge once again with SR 930 heading west.

14.9 The **Castle Automart**, 6623 Route IN 930, Fort Wayne, is on your right but partly obscured today and is a landmark building constructed in 1913, the same year that the original Lincoln Highway opened. 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 known as Holterman's Crossing and trolley service ran just north of here on Maumee Ave.

Note: In the early days of auto travel through this area of New Haven and Fort Wayne most of the Lincoln Highway was along Maumee Ave. There are three small segments or remnants along here that you might wish to explore. One is here behind the Automart and dead ends 2 blocks to the west. You can then backtrack to SR 930 and continue heading west (right) to Fort Wayne.

Note: A second remnant of Old Maumee Ave is just ahead and off to the right (north). You will need to double back to this point after the observation. Turn right on Maplecrest Rd, then left on Nelson Rd. Nelson curves around a bit to meet Estella Ave. Turn left on Estella and go a short distance to meet Old Maumee. Turn left here and follow Old Maumee west to Meyer Rd. At this intersection you can see where Maumee used to proceed straight ahead, but now dead ends. Turn left on Meyer and return to SR 930.

Note: If you turn right (west) from here and pass beyond both the turn off left to New Haven Ave and right to Coliseum Blvd, you can see one more Old Maumee remnant. Go under the overpass for SR 930 / Coliseum Blvd. As soon as you do, turn right on Maumee Ave and follow this road through a very industrialized area to Washington Blvd - about .5 miles. Turn left (back to the east) at Washington Blvd and return to Maplecrest Rd along SR 930 to continue your trek west on the Lincoln Highway. Turn around at Maplecrest and position your car westbound.

15.5 The Lincoln Highway bears left on New Haven Ave as you enter **Fort Wayne**, while SR 930 curves off to the right. Just after turning the corner onto New Haven Ave is an old tourist-style motel on your left, now repurposed, with a Bates Motel sign in the window! The Brooks Construction Company of Fort Wayne laid much of the early concrete through this area in 1914.

Note: Fort Wayne is the largest city in Indiana along the Lincoln Highway with many points of historic interest. It originated as a settlement in the Maumee River Valley in the 1680s and began to grow significantly when General Anthony Wayne built a fort named for him here at the confluence of the Maumee, St. Joseph, 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. The city has lots of distinctive architecture, many great walking trails, and classic churches to see.

17.8 Turn right on Wayne Trace.

18.1 Turn right (north) once again on Anthony Blvd. The original Lincoln Highway actually followed Fletcher Ave which is one block east of Anthony. However, if you follow Fletcher today, you will arrive at a "T" intersection with Maumee Ave which runs one way east - the wrong direction.

18.4 Cross Maumee Avenue on Anthony and arrive at Washington Blvd.

18.7 Turn left on Washington Blvd (one way west).

Note: There is yet another remnant piece of Maumee Ave in this area. Exit off Washington Blvd to the left (south) onto Harmar St which will curve and become Maumee Ave. At the "T" intersection turn left on King St and you will arrive back to Washington. Turn left to continue west.

Note: You might want to visit The History Center, 302 E. Berry St, Fort Wayne, nearby on the corner of Barr St and Berry St.

- 20.0 At Harrison St turn right (north). **Visit Fort Wayne**, the Fort Wayne Visitors Center, 927 S. Harrison St, Fort Wayne, is on your right at this corner. Stop in! Visit Fort Wayne is full of information about the city and county and has been named a **Control Station with a historical display** of the Indiana Lincoln Highway. There is a **concrete marker** on the corner here – an actual 1928 road marker for the Lincoln Highway. In 1928 the LHA and the Boy Scouts partnered to place 2400+ such markers along the Lincoln Highway.

*Note: A wonderful small diner named **Cindy's Diner**, 230 W. Berry Street, Fort Wayne, is nearby at the corner of Berry St and Maiden Lane.... just ahead and slightly west. "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.*

- 20.5 Cross the **Harrison St Bridge** and look left at the old **Wells St Bridge** as well - now a walking bridge, but originally an important auto bridge across the St Joseph River. There is a great Lincoln Highway **mileage plaque** here at the Harrison St Bridge indicating the distances to New York and San Francisco.
- 21.0 Follow Harrison St north until the street curves to the left on Putnam Ave.
- 21.1 Turn right on to N. Wells St and move to the left lane as soon as you safely can.
- 21.5 Turn left (west) on State Blvd and move to the right lane.
- 21.7 Turn right at an angle onto Goshen Ave and proceed through the approaching roundabout staying on Goshen Ave at mile 22.0. This was historically a 5-way stop intersection known locally as "5 Points" but in 2020 was replaced by the roundabout.
- 23.9 Cross Coliseum Blvd and move to the right lane, preparing to take the US 33 North exit once you cross the I-69 interchange. US 33 follows a Potawatomi Indian Trail through Ligonier, Goshen and Elkhart – a trail that had existed for hundreds of years before the automobile.

Note: There is a short bit of Goshen Rd remnant at 25.0 on your right. It is only reachable from the westbound lane at this junction and dead ends back at the interstate.

- 25.3 At the intersection with Washington Center Rd you will see a Lincoln Highway sign indicating to turn left (west) to follow the 1928 alignment west and to stay straight to follow the 1913 alignment west. Continue straight to follow the 1913 route west.
- 29.4 There are several remnants or old alignments to see over the next two miles.

Notes:

- At 29.5 just past Lamle Rd is a curve alignment on the left (south) side of the road.
- At 30.0 shortly beyond Chase Rd there is a classic pony truss bridge on the right side.
- At 31.2 just past Flagler Rd on the south side is a culvert and just beyond that at Hildebrand Rd the retail business on the left side is using an early alignment as a parking lot.

- 33.5 Enter Whitley County at County Line Rd / N 950 E.

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

- 0.0 From the county line with Allen County at County Line Rd / N 950 E continue on US 33 into **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 would not

allow two post offices so close to one another, and also would not allow either Union or Franklin as the name since both were already being used in Indiana. So the two towns voted to rename the new post office Churubusco, after a great 1847 military victory in Mexico during the Mexican Wars. Churubusco translates to "land of the hummingbirds" in the native tongue.

Note: The town is nicknamed Turtletown, particularly since the late 1940s when it gained national media attention for a giant turtle the size of a small car that was spotted at Fulk's Lake in the area. Many have indicated they have seen the giant turtle but as yet there is no pictorial proof...but a great story!

- 1.1 The **Magic Wand**, 602 South Main Street, Churubusco, has been a recognizable stop for diner food or ice cream for many years. You'll see dozens of clowns decorating the interior.
- 1.6 Cross SR 205 in the middle of town while following Main St / US 33.
Note: Just north of Clingerman Ave at mile 2.1 is an early road culvert on the right (north) side of the road.
- 3.0 Note the Indiana University logo (an I placed over a U) formed as an island in the pond on your left.
- 3.1 For a short turnout of the original Lincoln Highway turn right on to Old US 33, drive to the "T" at CR 600 N, and turn left back to US 33. Then turn right or northwest on US 33.
- 6.4 Reach County Line Rd / E 600 S and enter Noble County

Noble County: 21.6 miles

- 0.0 US 33 is called Lincolnway throughout Noble County.
- 2.6 In **Merriam**, just past the SR 9 intersection, angle to the right on CR 50 W.
Note: Merriam got its first post office in 1853. Residents had hoped to name it Noblesville as the area was called at the time, but since that name was already taken in central Indiana they settled on Merriam.
- 2.7 Turn left on Oak Street through the cemetery.
Note: As you round a short curve just before the cemetery you can see District #4 School off to your right. It was built in 1914 and is unique as a two-room school house rather than one-room. Unfortunately it is currently in disrepair.
Note: A real claim to fame for Merriam is the final resting place in this cemetery for Uncle Sam (Samuel Wilson.) A raging argument between Troy, New York and Merriam, Indiana took place 50 years ago. Though Troy claims Uncle Sam as their own, there is an equal amount of support that Sam left New York and ultimately died in this region, and was buried in the northeast part of this cemetery, in a stand of tall trees. Fitting spot of course...along the Lincoln Highway!
- 3.2 Reconnect with Lincolnway / US 33 by turning right.
- 5.9 About 100 feet past W 200 S and on your left you will see an old remnant of the road now used for private drives.
- 6.6 About .2 miles past S 300 W look for another remnant now used for private drives on your right.
- 6.9 Enter **Wolf Lake** on Lincolnway...also called US 33 or Wayne St.
Note: The area was originally settled by the Miami and Potawatomi Indians. Wolf Lake was actually the very first village in Noble County, and at one time famous for their onion fields. They celebrate this history with Onion Days each August.

7.1 At the intersection with SR 109 on your left is the former Luckey Hospital Museum, site of a private hospital from 1929-1957. Dr. Luckey was the first County Consul (advisor) for the Lincoln Highway passing through Noble County.

7.6 Also on your left, stop for a treat at **JR's Dari Sweet**, at this location for many years.

10.3 On your left is the highly recommended **Kimmell House Inn Bed & Breakfast**, 1397 N US-33, Kimmell, in a farm house dating to 1876, constructed with 97,000 bricks and costing under \$5000.

12.2 Enter the town of **Kimmell** by turning right off US 33 / Lincolnway, and then staying to your left to follow N Clark St through town. Several warehouses along the tracks were storage for onions and mint and even popcorn.

Note: Kimmell was originally named Sparta but when a man named Kimmell helped the village gain a railroad siding, they named the town after him. Kimmell might also be the only town in America with a street named Hitler - after a local farmer, not the fuhrer.

13.3 Reconnect with Lincolnway / US 33 by turning right.

15.4 Notice the structures known as Stone's Trace on your left with a remnant of old road in front. At one time the tavern housed up to 35 people and was charging 25 cents per night.

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

16.1 Be looking on your right for a piece of the old road that remains bricked and is labeled Old 33. This is the only remaining **original brick section** of the Lincoln Highway in Indiana. Merge carefully back on to Lincolnway at mile 16.3.

17.2 Continue straight ahead at the intersection of US 33, US 6 and SR 5 just south of downtown **Ligonier**.

Note: The Indian name for this region of Indiana was Strawberry Valley and later became known by settlers as Perry's Prairie. Still later it was named after the Pennsylvania town by the same name. From the 1940s through the 1990s Ligonier was home to the second largest marshmallow plant in the US - Kidd & Company. The town holds a marshmallow festival each summer.

17.7 Pass the **Ligonier Visitor Center**, 800 Lincolnway South, Ligonier, on your left and make note of the town clock and lovely triangular green space on your left. This section of the original Lincoln Highway in Ligonier is named Cavin St. You should travel down this street and the next road to your left (west), Main St, to get a real flavor of the Ligonier of the past.

17.9 The **Solomon Meir Manor**, 508 S Cavin St, Ligonier, is on your left, the home of a former civic leader in the community. The Neoclassical Jacob Strauss home and others of the vintage are on Main St.

Note: The one room Jewish Synagogue on Main Street is now privately held yet is one of the few remaining synagogues of the 19th century in America. Ligonier was 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.

18.2 Turn left (west) on Lincolnway West (do NOT follow SR 5 north).

18.9 Two pillars on your right define the entrance to a former WPA auto tourist camp, but today is known as Woodland Park.

- 19.9 The **Fashion Farm**, 1680 Lincolnway West, Ligonier, is a fine home-style restaurant owned and operated by area residents for many years. There is also a fine nursery on the property. If you stop, ask about their Lincoln Highway connections and ask to see their albums.
- 21.6 The county line is not at an intersection but there is a distinct change in the pavement to mark the crossing. As you enter Elkhart County, the route becomes CR 50.

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

- 0.0 Enter the county on Lincolnway. The county line is not at any intersection but there is a distinct change in the pavement, and in Elkhart County the road becomes CR 50. The county was originally settled by the Potawatomi Indians in what was part of the Northwest Territory, later by immigrants from New England and upstate New York.
- 2.3 Turn right on US 33 North.
- Note: There is a piece of an old alignment called Old 33 at 2.6 going straight when US 33 is bearing left. If you want to see it, you can return to US 33 by turning left on CR 148, then turn right (northwest) on US 33.*
- 6.4 Continue on US 33 along the edge of the unincorporated town of **Benton**.
- Note: Named for the politician Thomas Hart Benton, the town was platted in 1832 and grew nicely once the railroad came through in 1892, yet not much remains today.*
- 6.5 See the log tourist cabins on the north (right) side of the road just beyond CR 33 that date to the 1920s / 1930s. Some are currently being restored and you might find the owner working on one. The site has recently been added for the National Register of Historic Places.
- 8.4 Continue into **Goshen** on US 33.
- Note: Named for the biblical Land of Goshen, today this is a center for creativity and craftsmanship. The downtown area has many buildings from the 19th century still in use. The Elkhart County Fair held at the fairgrounds is the second largest county fair in the Midwest, and annually has 250,000 visitors.*
- 12.2 Visit **Fidler Pond Park**, 1424 Lincolnway East, Goshen, on your right to see a marvelous Lincoln Highway **commemorative kiosk with historical displays**, and then hike the 1.2 miles around the lake.
- 13.3 Just as you pass Goshen High School on US 33 on your left and Phend Baseball Field on your right, turn left on to Madison St. If you go straight you will bypass the center of town.
- 13.9 Turn right on Main St and drive through the middle of downtown Goshen.
- Note: The newly refurbished **Goshen Theater**, 216 South Main Street, Goshen, dates to 1905 and is worth a look.*
- Note: One block east of here on 5th and Washington St is the first Carnegie Library in Indiana. All of the downtown area and several other blocks are part of a National Historic District, and a great tour.*
- Note: See the police booth from the 1940s at Lincoln Ave, built to protect the banks of Goshen and the downtown area in general. The booth sits in front of the classic Elkhart County Courthouse and a 1906 statue of Neptune in the yard.*
- 14.2 The **Olympia Candy Kitchen**, 136 North Main Street, Goshen, at Clinton St is world-famous for chocolates and has been on this site on your right (east) across from the Courthouse since 1912.
- 14.3 Turn left on West Pike St.

*Note: A temporary alternative to the primary route (and still marked) turns right on 1st St at mile 14.5, then turns left on River Ave, and finally left again across the 1896 Fort Wayne Bridge at Chicago Ave. Turn right in front of the **Old Bag Factory** and rejoin the original route. This alternate route was used by a coast-to-coast military convoy in 1919 that included a young Lieutenant Colonel Dwight Eisenhower.*

- 14.8 Turn right on Chicago Ave. Chicago Ave will soon briefly become Bashor Rd.
- 15.2 Pass alongside the **Old Bag Factory**, 1100 N. Chicago Street, Goshen, on your left originally known as the Cosmo Buttermilk Soap Company dating to 1896, which later became the Chase Bag Factory until 1982. The former factory currently houses many specialty shops and a café.
- 15.7 Turn right on Beaver Lane to cross the railroad tracks.
- 15.8 Turn left on Wilden Ave which will become CR 45 as you depart Goshen.
- 17.2 Turn left on road to Peddler's Village to re-cross the train tracks and approach US 33.
- 17.3 Turn right on US 33 and drive through the villages of **Midway** and then **Dunlap**.

Note: Midway was an unincorporated area that housed a wonderful Drive In theater and the Corral Drive In Restaurant. The area was decimated by the twin tornados of Palm Sunday, 1965.

Note: At one time the Lincoln Highway crossed back over the RR tracks at Sunnyside Ave. If you wish to follow that route which skirts the southern side of downtown Elkhart, please follow the instructions here:

- Turn right on Sunnyside Ave to CR 45.
- Left turn on CR 45 off Sunnyside to Hively Ave.
- Left on Hively and then a quick right turn on Sterling Ave.
- Left again on Lusher Ave, back across the tracks to US 33.
- There is a right turn for a short distance to Indiana Ave and go left (west).
- Follow Indiana Ave to Oakland Ave.
- Turn right and go under the tracks before a quick left to rejoin Indiana Ave. This routing rejoins the route listed below when Indiana crosses Franklin St at mile 26.0.

Note: Dunlap was actually the first county seat but has become principally a suburb to Goshen and Elkhart for the last 40 years.

- 21.7 Cross under US 20 onto Main St into **Elkhart**.

Note: Elkhart takes its name from a Shawnee Chief, the cousin of Chief Tecumseh who was the father of princess Mishawaka (the town of Mishawaka is just ahead 10 miles). Elkhart became one of the largest train yards east of the Mississippi River which led to multiple manufacturing opportunities. It is built around the confluence of the St. Joseph and Elkhart Rivers.

- 24.2 Stop into the wonderful **National New York Central Railroad Museum**, 721 South Main Street, Elkhart on your left alongside the train tracks and then visit the local **Elkhart Train Depot** just around the corner and still in use.

*Note: Besides being a hub for the RV manufacturing industry, Elkhart also houses the **RV Hall of Fame**. 21565 Executive Parkway, Elkhart, on its NE side, is home to the **Hall of Heroes Superhero Museum**, 1915 Cassopolis St, Elkhart, was home to the world's largest band instrument company at one time (Conn Instruments), and to Miles Laboratories (Alka-Seltzer), has some incredible architecture, plus you might wish to see the renovated **Hotel Elkhart**, 500 South Main Street, Elkhart,*

and recently remodeled **Lerner Theatre**, 410 South Main Street, Elkhart - many of these in walking distance from one another downtown.

24.7 Turn left on Jackson Blvd. This will turn into Vistula and then change again shortly to Franklin St.

26.0 Turn right (west) on Indiana Ave.

Note: Another alignment continued straight on Franklin and reconnects to the original Lincoln Highway at County Line / Ash Rd. Along this alternate route you can visit yet another early re-alignment – after crossing IN 19 / Nappanee St turn right on 26th St and then left on La Rue St until reconnecting with Franklin St and following it west toward Osceola and Mishawaka.

26.6 Cross Nappanee St / IN 19 and continue straight ahead on CR 16 alongside of the St. Joseph River on your right.

29.2 Enter St Joseph County at County Line / Ash Rd and turn left (south).

Note: The original route continued straight ahead at this point on Vistula Rd but over time the route has been lost to flood waters and development so the drivable route today stays close to the original alignment but a bit east and south.

St. Joseph County: 27.0 miles

0.0 To enter St. Joseph (St. Joe) County from Elkhart CR 16, turn left (south) onto Ash Rd / County Line Rd.

Note: If you took the alternate route along Franklin St departing westerly from Elkhart, you will rejoin the original Lincoln Highway at the intersection of Ash Rd and SR 933, and head west on SR 933.

Note: The original route of the Lincoln Highway went straight ahead where CR 16 meets Ash Rd. It is called Vistula Rd here in St. Joseph County but parts of it have been lost to flood plain and development so you cannot travel on it far. As a result, the alignment going south on Ash Rd and then right on SR 933 noted below is the best to travel.

Note: In 1828 this whole area of Northern Indiana was virtually stolen from Michigan! The towns of La Porte, South Bend, Osceola and Mishawaka were claimed by Indiana as they were seeking statehood. Since Michigan was not yet a state, they got no vote against it on the matter.

1.0 Turn right on SR 933 / Lincolnway and enter **Osceola**.

Note: Named for a much publicized Seminole Indian Chief of the day, Osceola was initially settled in the 1830s along the Goshen Rd (or sometimes called the old Fort Wayne Rd). It has evolved today to become a suburb to the larger towns of South Bend, Mishawaka, and Elkhart.

4.8 Pass by Laing Park on your left and a pretty stream and enter **Mishawaka**. There is a fine example of an early LH alignment at Laing Park. On the south side of SR 933 near the creek, you can see an old piece of tarmac and short fieldstone wall. The wall was actually the north side of the Lincoln Highway back in the day. The park is across the street from a well-known tourist stop known as the Lincoln Highway Inn.

Note: Mishawaka has at times been called the Peppermint Capital of the World due to the rich loam soil of the region that aids the growth of mint. Like other towns in the area it was settled along the St. Joseph River. The town has magnificent old homes from the 19th Century all along Lincolnway East on the south side of the river.

7.0 The 1834 First Presbyterian Church and the beautiful 1903 **Beiger Mansion**, 317 Lincolnway East, Mishawaka are on your left. The free-standing **Wills Clock**, 104 Lincolnway East, Mishawaka, dating to 1871 sits just ahead on your left in the middle of downtown.

- 7.3 A former Studebaker showroom is on your left and you can see the Studebaker logo embossed in the façade. An early Carnegie Library is on your right just around the corner on Hill St. On the north side of Lincolnway is Beutter Park, the St. Joseph River, and the River Walk Trail connecting Mishawaka and South Bend.
- 8.0 The beautiful **Kate's Garden**, 1122 Lincolnway West, Mishawaka, is on your right.
- Note: Mishawaka is also currently home to the Hummer manufacturing plant, and at one time was the home of the American Simplex Auto plant - an early luxury car from 1906-1915.*
- 8.9 See the **Bonnie Doon Drive-In**, 2704 Lincolnway West, Mishawaka, on your right. Stop in for a milk shake? Then make note of the beautiful landscaping on the viaduct lining the south side of the intersection with Ironwood Drive maintained by the Indiana Lincoln Highway Association.
- 10.1 Lincolnway curves to the right along the river and ultimately bears left to become Monroe St as it enters **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 also been a leader in farm equipment, mills, and breweries.*
- 10.6 Pass the Edgewater District of South Bend as you approach downtown South Bend from the east. Edgewater was an early new development area along the St. Joseph River.
- 11.1 Turn right (north) on Michigan St and immediately move to the left lane and be prepared to turn left onto Western Ave.
- Note: **Notre Dame University** was founded just north of here by about a mile in 1842. You might want to visit the grotto, 1852 Basilica, and grounds of one of America's great universities.*
- 11.2 Turn left on Western Ave and then take an immediate right returning to Michigan St heading north.
- 11.5 Turn left (west) on Washington St.
- Note: At the intersection of Washington St. and Michigan St is a **State Historical Sign** depicting the crossing of two of the US' first major thoroughfares - the Dixie Highway (from Michigan north / south to Florida) and the Lincoln Highway (from New York east / west to California). Both roads were initiated by the genius of Hoosier Carl Fisher. A **historical bronze tablet** honoring both Fisher and co-founder Henry Joy is on the east façade of **Café Navarre** across the street.*
- 11.7 Turn right (north) on Lafayette St.
- Note: If you want another wonderful and short drive or walk, continue straight ahead on West Washington to see the Kizer House (at 801), 1879 Oliver Mansion (at 808), other fine old homes of the era, as well as the superb **Studebaker National Museum** and **The History Museum**, 201 Chapin St, South Bend.*
- 11.9 Turn left (west) on La Salle St and follow it as it soon curves to the right.
- 14.5 The **Volcano Restaurant**, 3700 Lincoln Way W, South Bend, is on your left - a well-known South Bend eatery for many years.
- 15.1 Continue in a northwesterly direction on Lincolnway through a roundabout near the Airport.
- 15.5 At a second roundabout at Mayflower Rd continue straight and in a northwesterly direction toward the US 20 / US 31 interchange.

Note: There is a remnant of the original Lincoln Highway on the airport grounds that has been preserved and accessible on your right at this roundabout.

- 17.0 Cross over US 31 and continue on US 20 / Lincolnway to the west.

Note: The South Bend Chocolate Factory is on your left. Stop and feed your sweet tooth.

Note: At mile 18.6 the Ken Rose Motel, 25725 US 20, South Bend, is a 50s era motel that is still operational.

- 25.6 The Lincoln Highway curves to the left under a railroad viaduct and enters **New Carlisle**. The route is called Michigan St through New Carlisle because it runs with the Michigan Road Historic Byway (from 1829) through this area.

Note: New Carlisle was originally called Bourissa Hills after a local Potawatomi Indian college graduate. The town overlooks a fertile area once known as the Terre Coupee Prairie to the east.

- 25.9 At the top of the hill on your left (south side) after passing under the viaduct is the Jeremiah Service House (1860), perhaps better known today as the Old Republic. The Old Republic was a Bed & Breakfast for many years and also housed Historic New Carlisle, which has recently moved to a new location in the center of town.

*Note: New Carlisle celebrates its long heritage with a festival each summer and has both fine **murals** and a **historical interpretive panel** of the Lincoln Highway downtown.*

- 27.0 Follow Michigan St / US 20 to County Line Rd to the west end of St. Joseph County and enter La Porte County.

La Porte County: 25.8 miles

- 0.0 Enter La Porte County on US 20.

- 3.6 After passing Bootjack Rd (formerly called Old US 20) at mile 2.4 and then N 600 E, turn right on Oak Knoll Rd. (sometimes called Old SR 2).

*Note: The town of **Rolling Prairie** was on an early Lincoln Highway alignment and was reached by taking Bootjack Rd off of US 20, crossing the railroad tracks onto Michigan Rd, and then into town. Today Bootjack dead ends so Rolling Prairie is bypassed.*

Note: First settled in 1831 and called Nauvoo, it later was changed to Portland until they sought a Post Office in 1853 and needed a new name. The Postmaster picked Rolling Prairie because of the terrain. Rick Erwin has a You Tube video of Rolling Prairie from 2018 that is worth watching for a better understanding of Middle America and especially northern Indiana:

<https://www.youtube.com/watch?v=SyikwXhUxuA>

Note: If you visit Rolling Prairie, stop into the Post Office, 3 S Depot Street, Rolling Prairie, and see the 2 murals painted by Michael Zieve, each 24' by 36' depicting life in Rolling Prairie in the 19th and 20th centuries.

- 4.3 At Wiley and Oak Knoll continue across US 20 toward CR 450. The Lincoln Highway will be leaving US 20 behind and joining SR 2 in this area. On your right at this intersection is **Jennie Rae's Restaurant**, originally known as Bob's Bar-B-Que. The general area around here was once called Plum Grove.

Note: This is considered an important intersection in the US – stay on US 20 to go to Chicago or get on SR 2 to continue west on the Lincoln Highway. Bob's Bar-B-Que was established in 1927 and was open 24 / 7 / 365, providing meals for the 80+ interstate buses that came through daily. It later featured cabins and a small motel, remnants of which still remain. Be sure to stop and eat at Jennie Rae's and

try their delicious home-style cooking, and check out their displays of Bob's memorabilia. If it's not meal time you'll still want to stop and get some pie to go.

- 5.2 Turn left on CR 450 to intersect with SR 2.

Note: Straight ahead prior to turning left you will see an old remnant of the Lincoln Highway now on private property.

- 5.3 Turn right (southwest) on SR 2 / Lincolnway. Follow SR 2 / Lincolnway into **La Porte**. You may notice that downtown La Porte is not laid in the typical north-south, east-west grid. Rather it follows the Sauk Trail through the middle of town.

Note: La Porte is French for The Door, and the county was originally settled near the village of Door Prairie in the 1830s. An early significant event in La Porte was the founding of the La Porte Medical School in 1842. One of its early graduates was William Mayo who later co-founded the famous Mayo Clinic in Minnesota.

Note: An early manufacturing business in La Porte was the Advance-Rumely Corporation that developed an advanced tractor engine which changed agriculture across the Midwest. Note the various styles of architecture in the buildings and homes, especially along Indiana and Michigan Aves.

*Note: At the intersection of Lincolnway and North St as you enter the downtown area is **Archie's**, 104 North Street, La Porte, a diner at this spot for over 60 years. At 607 Lincolnway on your right is **Mama T's Diner**. This was the originally opened as the Lincoln Way Buffet in the 1920s.*

- 12.0 At Michigan St view the beautiful 1894 sandstone **La Porte County Courthouse**. Next to the Courthouse you can turn right (north) one block to view a **Lincoln Highway commemorative kiosk with historical displays** and the refurbished Train Depot.

- 12.6 Bear left (south) at the traffic signal and continue on SR 2 (also called J St here).

*Note: South of town a bit on Indiana Ave / US 35 is a unique 9 sided, 2 story barn called the Door Prairie Barn. Visit the **La Porte County Historical Society Museum** nearby at 2405 Indiana Ave.*

- 12.8 Turn right on 4th St and proceed to the stop sign - a 5-way stop. From this stop sign at L St take the angle street more or less at the 11:00 position which is Eggebrecht Road.

- 13.3 Turn right (west) upon reaching SR 2 once again.

Note: South of the Lincoln Highway along Joliet Rd is the historic Door Village along what is historically known as the Sauk Trail. Door Village was first settled in 1829 and you can visit the 1832 Methodist Church here. Further along Joliet an 1832 stockade fort was built during the Blackhawk War to protect settlers. It is marked today by a stone monument.

- 16.6 Pass S 500 W or, if you like, turn off to visit **Pinola** slightly north of the route.

*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 the local Swedish Lutheran families. The area is often called Swedish Hills as a result.*

- 20.3 Pass by the small village of **Pinhook** and view the 1847 **Pinhook Methodist Church** on your right.

Note: Pinhook was originally known as New Durham but not much remains of the village today except the church and the cemetery.

- 22.4 Turn left (south) on US 421.

- 23.6 Where SR 2 veers to the right, continue straight ahead on US 421 for .2 miles.

23.8 Turn right on Main Street into downtown **Westville**.

Note: Westville was actually the first settlement in La Porte County dating to 1829-1830. It lies at the junction of two railroads in addition to being on the Lincoln Highway. The Italianate style Everel S. Smith House (1879) on West Jefferson St is on the National Register of Historic Places.

24.1 On your right downtown is an **Abraham Lincoln Funeral Train marker** depicting one of the stops where the Funeral Train spent the night in 1865.

24.2 Turn left on SR 2 and prepare for a quick right turn at Coulter Rd.

24.3 Turn right on Coulter Rd and then an immediate left turn on Lowman Lane.

24.4 Cross US 6 at the stop sign and then bearing left at approximately 24.7 return to SR 2.

24.8 Turn right (west) on SR 2 for a short distance.

25.5 Turn right off of SR 2 to Old SR 2 (or Old IN 2) and approach the county line.

25.8 The La Porte / Porter County Line is at E 700 N along Old SR 2.

Porter County: 17.7 miles

0.0 Enter Porter County on Old Indiana 2 at E 700 N.

Note: You will be following what historically was known as the Sauk Trail as you drive along SR 2 and Old SR 2. It ran from Detroit to Rock Island, Illinois on the Mississippi River long before the advent of automobile travel. The whole county was heavily wooded, full of game and fruit when early settlers arrived.

0.2 Cross SR 2 and continue on Old 2 west more or less parallel on the south side of SR 2.

Note: This is a very picturesque section of the Lincoln Highway including the single lane railroad underpass. A great photo op!

2.3 Turn left (southwest) on SR 2 at the stop sign

Note: A former town known as Coburg was here along the road but no longer in evidence.

2.7 Turn left once again at Old SR 2 and follow some rather rough road for .4 miles.

3.1 Turn left once again when you reach SR 2 and head west toward Valparaiso.

6.8 You are entering **Valparaiso** and the name of the road changes to La Porte Ave. Continue straight ahead as the route goes beneath SR 49.

Note: Both the original 1913 and the later 1928 alignment of the Lincoln Highway ran through Valparaiso. Originally it was called Portersville, named for Commodore Porter who fought admirably in Chile in the War of 1812. Valparaiso University, originally founded in 1859, is located here and is one of our first national coed schools - Valparaiso Male and Female College.

7.0 & 7.5

There are two roundabouts entering La Porte from this direction. We recommend you stay on Lincolnway / SR 130 in a westerly direction toward the center of town. Do NOT follow Sturdy Rd or La Porte Ave signs at these junctures until you read the NOTE below.

Note: The 1913 alignment has been disrupted by these roundabouts but can still be followed if you like. To give it a go, proceed to the third exit off the 2nd roundabout onto Sturdy Rd south and then take an immediate right to rejoin La Porte Ave. Continue on La Porte to the "T" intersection with Garfield Ave,

turn right and then turn left (west) at Lincolnway to rejoin the 1928 and 1913 routes (mile 8.3). The intersection of Garfield and Lincolnway is the point where the 1913 and 1928 alignments intersect.

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

Note: There are many examples of outstanding architecture from between 1870 and 1940 in the city. The **Franklin House**, now a restaurant, on Indiana Ave near the railroad tracks is one such example. Additionally a **Lincoln Highway monument** and **original concrete marker** placed by the Boy Scouts in 1928 stand in the courtyard of **Valparaiso City Hall**.

- 9.5 After passing through the downtown area turn left on Joliet Rd as SR 130 continues on straight.

Note: Another original alignment would have crossed the railroad tracks into town connecting with Joliet Rd off of Kinsey St and Stokes St, just west of the bridge. The street is marked just across the bridge but is overgrown and a dead end today.

- 13.3 Turn right on US 30 (west).

Note: Remnants of the original highway, now a part of private drives, can be spotted on the right (north) side of the highway off and on for a mile or two as you travel west on US 30.

- 16.7 Turn right on Joliet Rd just beyond CR N 725 W and across US 30 from Walgreen's Corporate Office complex.

- 17.7 Cross the County Line between Lake and Porter Counties at County Line Rd.

Lake County: 16.2 miles

- 0.0 County Line Rd is in **Deep River** and the road name will change from Joliet Rd to Old Lincoln Highway or E 73rd Ave.

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

Note: Deep River was originally known as Woodvale and was first settled in 1835-1838 by John Wood who built a sawmill and grist mill on the site.

- 0.1 **Deep River County Park** and **Wood's Historic Grist Mill**, 9410 Old Lincoln Highway, Hobart, (originally from 1837-38, rebuilt in brick in 1876) is on your right. It is the first modern-day **Control Station with a historical display** in Indiana. Stop in for more information on the mill and the Lincoln Highway in Indiana. Look for the baseball field where the Deep River Grinders play to the baseball rules (all 33) of 1858. Next door to the museum is a residence dating to 1868 as well.

- 2.0 At SR 51 the small village of **Ainsworth** is one mile to the right (north). 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.

- 4.2 Continue on Old Lincoln Highway across Colorado St. This area was once known as **Green Acres**.

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

Note: The Boyd House (c. 1865) at 5.6, 1500 E 73rd Ave just past Mississippi St accommodated early travelers on the Lincoln Highway.

- 6.2 Continue straight into the town of **Merrillville** crossing Broadway / SR 53.

Note: Merrillville was originally called McGwinn Village and later Wiggins Point when it was a common stop for wagon trains headed west on the Sauk Trail toward Joliet. Later still it took the name Centerville before finally landing on Merrillville.

- 6.4 Note the Italianate 1877 Morgan-Skinner-Boyd Homestead (also known as Walnut Grove) at 111 E 73rd Ave on your left and the **Merrillville-Ross Township Historical Museum** (13 W. 73rd Ave, Merrillville) in an old schoolhouse just after crossing Broadway.

- 7.8 Continue straight ahead as you cross Taft St on the Lincoln Highway / 73rd Ave.

- 10.6 Continue on Old Lincoln Highway / 73rd Ave through an area once known as **New Elliott** near Colfax St and Fairbanks St. The road becomes known as Joliet St once more in this area.

Note: New Elliott is now a part of the town of Schererville and home to the ornate St. George Serbian Orthodox Church at 905 E Joliet St.

- 11.4 Cross the landmark **Old Lincoln Highway Bridge** as you enter **Schererville**, crossing Cline Ave.

Note: Schererville is known as the Crossroads by many as it was the intersection of the well-known Sauk, Fox and Potawatomi Trails.

*Note: As you cross Junction Ave in the center of town, note the **1928 Boy Scout / Lincoln Highway concrete marker** at the **Schererville Town Hall** (10 E. Joliet St, Schererville).*

- 13.0 Turn right on US 30 for the easiest route west.

Note: There are two sections of the Old Lincoln Highway going west from this point you may want to explore. First, the original route went straight ahead at this intersection with the road bearing to the right a bit once through the intersection. As it turns almost 90 degrees to your left and heads south alongside the railroad tracks, you can pull over and walk out toward the tracks where you can see the route went west back in the day, though it is impassable today. Turn around at this point and return to US 30, and then turn left (west) to follow the Lincoln Highway.

Note: For the truly investigative driver, you can turn left at the next stop light along US 30 on an unnamed road that winds around within shopping areas and with Walgreens on your left. If you follow this road to the end, it dead ends at US 41 / Wicker Ave which is one way going to your right (north). You can take this road back to US 30, or back track to the light where you turned on to this path, and then turn left on US 30.

*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.*

- 13.5 **Teibel's Family Restaurant**, 1775 W. Lincoln Highway, Schererville, is on your left as you approach the stoplight at US 41 / Wicker Ave going west. Teibel's has been a fixture at this corner since it opened as a 12 seat diner in 1929. Turn left (south) on US 41 and then take the first street to your right (west) - the Old Lincoln Highway. This will once again merge with US 30 in about .5 miles to continue west.

- 14.2 On your left is the St. John #2 one-room school house, 1515 W. Lincoln Highway, Schererville, set back from the road, just before you enter the city of **Dyer**.

*Note: Dyer is your last stop before entering Illinois. The city is home to **Meyer's Castle** (1370 Joliet St., Dyer) at mile 14.6 on your left very near the Ostermann Bench.*

- 14.7 On your left is the **Henry C. Ostermann Memorial Seat** as well as **historic plaques** dedicated to the "Ideal Section" of the Lincoln Highway from the mid-1920s (the first of its kind in the US). A "must see" stop so park in the neighboring Woudeland Professional Center lot at 1160 Joliet St and walk to the display. A **concrete marker** placed by the Boy Scouts in 1928 is also part of this great memorial.

*Note: The seat was erected in 1929 -1930 in memory of Henry C. Ostermann, former Field Secretary of the Lincoln Highway Association who passed away in 1920. The “**Ideal Section**” served as a blueprint of what roads of the future could look like! The Ideal Section is further marked at each end. In the parking lot of the Hometown Inn on the west end and in front of 1st Midwest Bank on the east end with **red, white, and blue poles and memorial plaques.***

Note: The Meyer’s Castle is just behind the Ostermann Seat.

*Note: Watch for the **Lincoln Highway markings** on two more bridges as you pass through Dyer – the first across Dyer Ditch and the second across Plum Creek.*

- 15.7 The **Dyer Historical Society Museum** is on your left (south) side inside the Town Hall at 1 Town Square.
- 16.2 The Indiana / Illinois State Line.