

INDIANA'S LINCOLN HIGHWAY BYWAY

A Turn-by-Turn Road Guide
For the 1928 Route East From Illinois to Ohio



- 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

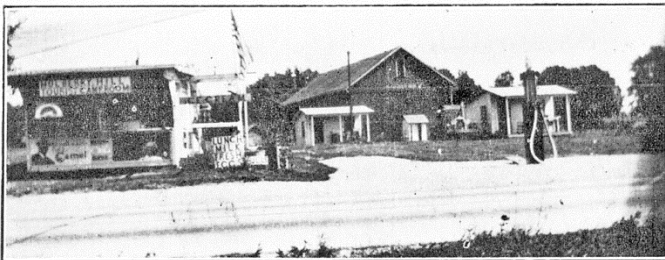
Named to honor our 16th President of the United States, the historic Lincoln Highway remains an active vehicle corridor today linking Hoosiers to both New York and California. Since 1913 the Lincoln Highway (or, as in many places, Lincolnway) has stretched across Indiana over two distinct alignments.

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.



MULBERRY HILL TOURIST CAMP



6 MILES EAST OF BOURBON, IND.

9 MILES WEST OF WARSAW, IND.

On Federal Road 30 (Or Lincoln Highway)

F. J. SNIDER, Proprietor

POST OFFICE ADDRESS—ETNA GREEN, INDIANA

“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 Memorial Seat, 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 crossing Plum Creek and then a bit later across Dyer Ditch.*

- 1.5 On your right is the **Henry B. Ostermann Memorial Seat** erected in 1929 -1930 to honor his role as a former Field Secretary of the Lincoln Highway Association 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 display and memorial.

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 **Meyer's Castle** (1370 Joliet St., Dyer) is just behind the Ostermann Seat.*

*Note: The Ideal Section is further memorialized with a **red, white, and blue pole and memorial plaque** at the east end (in the parking lot of the Hometown Inn) and the west end (in front of the 1st Midwest Bank).*

- 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 St after passing under the railroad bridge. However, for a taste of the Old Lincoln Highway follow the directions below.

- 2.3 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 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 to turn back to the north on US 41 returning to US 30. Turn right (east) on US 30.

*Note: As you turn right, 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 east from 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 IN 51 the small village of **Ainsworth** is on your left (one mile 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.

- 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 still play ball to the original 33 (only) 1858 rules. Or see the house next door to the museum that dates to 1868.

*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 / IN 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, now a restaurant and tavern, near the railroad tracks off Indiana Ave just south of Lincolnway as you head toward the center of town.*

*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 Museum (PoCo Muse)** from 1871, 20 Indiana Avenue, Valparaiso, and the next door **Opera House** from 1893, 104 Indiana Avenue, Valparaiso, are great places to visit one block south of Lincolnway at Franklin St.

8.9 The intersection with Garfield St is where the 1913 and 1928 alignments intersect. Turn right to follow the 1928 alignment, then take an immediate left (east) on La Porte Ave (or see the note below).

Note: When the 1928 alignment was created the route did not turn on La Porte Ave but continued on Garfield south through the 5 way intersection, connecting to Linwood, and crossing today's US 30 into the cemetery. New median curbing on US 30 makes the route very difficult to drive today, but this original 1928 route here is a nice drive through scenic residential areas and you can backtrack to the previous intersection when done.

9.2 The **Valparaiso University** campus is here on your right. Stop and see the magnificent **Chapel of the Resurrection** on campus.

9.7 La Porte Ave will merge into Sturdy Rd heading south-to your right.

10.0 Cross over modern day US 30 continuing on Study Rd.

10.3 Pass through the intersection of Penna Hill and Sturdy Rd.

Note: The original 1928 alignment came to this intersection through the cemetery on your right. You might want to explore a bit and follow Penna to the right all the way back to US 30, but turn around at that point and return to this intersection to continue east.

10.5 Bear left as the road becomes Comeford Rd.

11.2 Turn right and join US 30 east.

16.0 Enter La Porte County at County Line Rd / S 700 E next to Sacred Heart Cemetery.

Note: If you want to take a short remnant of Old 30 turn right at the cemetery and then left at W 1200 S. See La Porte County for more information.

La Porte County: 12.8 miles

0.0 Enter La Porte County at County Line Rd.

Note: There is a short remnant of the old Lincoln Highway here if you want to travel it. Turn right (south) on County Line and then left on W 1200 S and merge back onto US 30 in about .3 miles.

2.0 Pass by on the north edge of the town of **Wanatah**. When the new 4 lane US 30 opened on the north edge of town in the 1960s, the area soon became known as "Gasoline Alley" because 9 different gas stations opened very near one another.

Note: Wanatah was founded around 1865 and is truly a crossroads town for railroad lines. The Monon Line goes north and south, and the Pittsburgh, Fort Wayne, and Chicago Line goes east and west.

Note: In 1865 the Lincoln Funeral Train made a stop here on its way to Springfield, IL. An 1888 Monon Line caboose is on 103 N. Illinois St, Wanatah, near Cross St, and serves as the local history museum.

Note: In 1891 a local newsman, Harry Darling, concocted a story about "The Petrified Woman" that had been missing for 40 years and then found in an iron rich bog in Wanatah. The story was a hoax but made quite a splash for a time. In 1932 Pretty Boy Floyd and his gang were rumored to have robbed the local Wanatah Bank.

4.9 Just before reaching S 700 W there is a remnant of the old Lincoln Highway on the right which is now on private property. You can see it again after turning the corner.

5.0 Turn right (south) on S 700 W.

6.0 The road curves left on to Old US 30 or Volk Rd toward **Hanna**.

Note: Hanna is an unincorporated town of approximately 500 people. Originally Hanna was in Starke County, but later added to La Porte County due to the difficulty in traveling around the many marshes in the area. Hanna was principally settled as a stop on the Pittsburgh, Fort Wayne, and Chicago Railroad line.

8.3 Note the red, white, and blue painted **Lincoln Highway bridges** on both sides of the road just before entering town.

8.7 Near the center of Hanna is **Rumors**, a fine local restaurant and bar on the south side of the railroad tracks, 12 Moore St., Hanna.

9.3 Another red, white, and blue painted **Lincoln Highway bridge** is just east of Hanna as you leave town. Both of the painted bridges on either side of Hanna were completed by the local Lions Club.

9.5 Turn right to rejoin US 30 east.

12.8 Enter Starke County as you cross the Kankakee River.

Starke County: 12.4 miles

0.0 Enter Starke County as you cross the Kankakee River on US 30. The Lincoln Highway only passes through a small portion of Starke County on its northernmost border. In 1919 Starke County was recognized as the largest mint producing county in the world!

2.4 Turn right onto Old US Highway 30 / Lincoln Highway.

Note: The first mile or two of this road is very, very rough which might give you an idea of what it was like for early drivers of the Lincoln Highway.

Note: There was an 1898 barn in this area near US 35 and the La Porte County line that was built using wood brought in from the Libby Civil War Prison that you might try to discover.

5.7 Lincoln Highway / Old 30 becomes Plymouth St as you enter the town of [Hamlet](#).

Note: Named for local resident John Hamlet, the town is almost exactly 1 square mile. Hamlet was first settled in 1835 when the county was primarily marshland and hay businesses thrived. There were 47 residents by 1870 and the population has hovered around 800 the last 30-40 years. In 1927 the first concrete road through Hamlet was the Lincoln Highway. The town was a busy place with an active railroad line through town and enjoyed a great new highway too. In the 1960s a new 4 lane US 30 was opened about a mile north of downtown. Most downtown businesses have not survived the re-routing.

Note: East and west of Hamlet the Lincoln Highway parallels some sections of the Yellowstone Trail, with just the railroad tracks between the two. The Yellowstone Trail was another early transcontinental auto highway, and it generally followed what later became US 30 from Valparaiso to Fort Wayne in Indiana. Hamlet has a Yellowstone Trail Fest every August.

6.3 There is an original Lincoln Highway **concrete marker** from 1928 just around the corner on the NW corner of Plymouth and Starke Sts on private property.

*Note: There is a second Boy Scout **concrete marker** commemorating the Lincoln Highway also here in Hamlet. It is well off the route on W. Indiana Ave if you want to find it, moved to this location in the 1970s and on private land.*

7.3 Turn right and merge back on to Lincoln Highway / US 30 going east toward the village of [Grovertown](#). Grovertown is on your left and you can also see remnants of the old road on the left (north) side of the highway on either side of IN 23.

*Note: Grovertown has seen its population dwindle over the years and little industry remains. At one time a **Heinz Pickle Factory** thrived here along with a school system and post office. Only the post office has survived.*

12.4 Cross the county line at N 1200 E into Marshall County.

Marshall County: 22.4 miles

0.0 Enter Marshall County on US 30 at County Line Rd as you depart Starke County.

Note: Across from the County Line you can view remnants of the road on the left (north) side of the road now being used by local residents.

0.2 Turn right on to Lincoln Highway / Old 30 toward [Donaldson](#).

Note: Donaldson is home to the Motherhouse for the Poor Handmaids of Jesus Christ. The initial members emigrated here from Germany in the 19th century, first settling for a time in Fort Wayne. The Handmaids later founded Ancilla Domini College in the 1920s. Ancilla is about 2 miles south of the center of Donaldson and the campus is both peaceful and beautiful. The College has officially become a part of Marian University as of July, 2021.

- 1.1 At the stop sign pass straight through the intersection at Union Rd and note the old Garrison Building on your right. Donaldson dates to 1871 and has had a post office operating there ever since.
- 1.6 On your right under some bushes on the left side of the driveway and on private property is an original Lincoln Highway **concrete marker** that has marked the Lincoln Highway since erected by the Boy Scouts in 1928 showing the way across America.
- 4.0 Note the old mid-century motel building on your right (south side) as you pass by.
- 4.8 Turn right on Lincoln Highway toward **Plymouth**. Once in Plymouth the road becomes Jefferson St around mile 7.2. Historically there has been a rather strange sign at this Intersection so please be careful. There may be a street sign with Lincoln Highway shown in both directions! Go right (south) to follow the correct route.

Note: Plymouth is named for Plymouth Rock in Massachusetts and was settled on the Yellow River along the old Michigan Road (Madison, Indiana to Michigan City, Indiana). There are multiple listings in Plymouth for the National Register of Historic Places including much of the downtown. Many 1870-1900 buildings in Plymouth are still in use today.

- 7.9 There is a wonderfully remodeled **Mobil Gas Station** on your right (south) side next door to the **Mayflower Tavern**, 1111 W. Jefferson St., Plymouth.
- 8.5 The intersection of Jefferson St and Michigan St marks the point where three significant roads to the growth of Plymouth and northern Indiana intersected-the east / west Lincoln Highway, the north / south Michigan Rd, and the north / south Dixie Highway. The **Marshall County Museum and Crossroads Center**, 123 N. Michigan St, Plymouth, is 3 blocks south of this intersection on Michigan St and has many fine displays including explaining the significance of these three roads.

Note: The glazed terracotta building at 214 N Michigan St was the first retail store of Montgomery Ward. It is currently used by the Pilot News.

- 8.6 Note the **kiosk and historic panels** dedicated to the Lincoln Highway and Plymouth on your right at Cleveland Ct.
- 8.9 The Lincoln Highway curves to the right away from Jefferson St on to Lincolnway East.
- 10.5 Notice the barn quilt on the white barn on your left at 10518 Lincoln Highway. There are many barn quilts in Marshall County and you can take a Barn Quilt Tour that highlights them.
- 14.3 The Lincoln Highway passes along the edge of the village of **Inwood**.

Note: Once known as Pearsonville, the town was renamed when the railroad line was routed through town, both as a result of being a village "in the woods" and for the vast wooded area and lumber to be found. Unfortunately, Inwood suffered multiple fires over the years and today is largely an agricultural community.

- 18.7 Continue on the Lincoln Highway / Old 30 into **Bourbon**. The road becomes Beechwood Ave, takes a mild curve, and becomes Center St in the heart of town (mile 19.1).

Note: Bourbon was founded in 1853 by folks moving to the area from Bourbon County, Kentucky. The area grew rapidly once the railroad passed through town. The initial industry of Bourbon was lumber and saw mills due to the abundance of forest land. Ultimately, once the trees were felled, the town

became agricultural. From 1872-1961 the Bourbon Fair was a huge draw across northern Indiana, especially for the horse racing. Bourbon is also home to an **Old Town Pump** from the 19th century, listed on the National Register of Historic Places.

*Note: On the southeast corner of Center St and Main St (IN 331) is a dedicated area for bikers and tourists and has two **historic panels** of the Lincoln Highway recently placed by the Indiana Lincoln Highway Association and the city of Bourbon. This corner is also utilized as a Farmer's Market and for other downtown activities.*

19.5 Lincoln Highway curves to the right near the east end of town (do NOT continue straight ahead on Center St.)

22.4 The County Line is here just before entering Kosciusko County.

Kosciusko County: 22.1 miles

0.0 Lincoln Highway / Old 30 becomes State St through **Etna Green** and then reverts to Lincoln Highway / Old 30 when you depart.

Note: After Memorial Day the fountain in Memorial Park is flowing and the old fashioned band stand is operational!

0.4 Cross IN 19 and continue east. The **Etna Green Café**, 112 W. State St, Etna Green, is on your immediate left.

4.1 Lincoln Highway / Old 30 becomes Main St as it passes through **Atwood** and then returns back to Lincoln Highway / Old 30 when you depart.

Note: Atwood was originally known as Mount Ruska and dates back to 1857 as a village. At one time Atwood was an important trading point as the Pittsburgh, Fort Wayne, and Chicago Railway passed through the area. In 1864 the village name was changed to Atwood and a post office was established. You might want to seek out the 1871 Hall Farm or the 130 year old Methodist Church as well.

7.3 **Creighton's Crazy Egg Café**, 4221 W Old Rd 30, Warsaw, on your right is first rate. They have been in the egg production and sales business since 1925 at this location.

8.0 Visit the 1897 Pratt truss style **Chinworth Bridge** across the Tippecanoe River as well as the Lincoln Highway **commemorative display** on the south side of the Lincoln Highway. The Chinworth Bridge is one of a very few surviving bridges built by the Bellefontaine Bridge and Iron Company.

9.2 The Lincoln Highway becomes Lake St as you enter **Warsaw**. You will continue east around 2 traffic circles west of downtown - one is at mile marker 9.2 and another at mile marker 10.1.

*Note: Warsaw is best known as the Orthopedic Capital of the World with over 30 medical device companies doing significant business in or around town. It is also often called "Lake City" and well-known for lakes and lake activities, especially with Pine and Center Lakes in town and Winona Lake in a nearby village. You can also visit the **Warsaw Cut Glass Company** (c. 1911) at 505 S Detroit St for a tour.*

10.8 On your right at Perry St is Funk Park with a display of a **replica concrete marker** like those erected along the Lincoln Highway in 1928 to show the way across America.

11.3 Turn left (east) on Center St adjacent to the **Kosciusko County Courthouse**.

11.5 You might wish to visit the **Old Jail Museum**, 21 N Indiana St., Warsaw, located 1 block north of Center. An original **concrete marker** is in the Museum.

*Note: For a diversion go four blocks and turn right (south) on Argonne Rd. Go further south about 5 blocks, beneath the railroad tracks, and you are now on Park Ave in the quaint village of Winona Lake, with its beautiful lake, great shopping, and a fascinating history including a religious retreat associated with the evangelist Billy Sunday. Further south on Park Ave is the **Winona Lake Historic District**. There are restaurants to visit, and the **Winona History Center** on 9th St.*

- 13.1 Notice the **Wagon Wheel Theater for the Performing Arts**, 2515 E. Center St., Warsaw, on your left as you crest the hill. The Wagon Wheel began as a tent theater-in-the-round in the 1950s and has been extremely popular ever since providing Broadway-caliber musicals and shows throughout the summer.
- 13.2 Stay in the left lane as you approach the light and US 30, veer to the left at the “Y”, and then cross US 30 straight ahead.
- 13.4 After crossing US 30 immediately turn right rejoining Center St once again.
- 13.6 Turn right once more at E Kosciusko Dr and proceed to the “T” intersection.
- 14.0 Turn Left on Old Route 30 / Lincoln Highway and proceed to the east.
- 19.5 Cross IN 13 and continue straight ahead.

*Note: **Pierceton** is a town just south of here down IN 13 about 3 miles and is known for its rustic, vintage, or refurbished antique shopping. Or stop into the **Old Train Depot** for a bite.*

*Note: If you turn north on IN 13 you can drive a few miles to North Webster and Syracuse to see and play at the largest group of fresh water lakes in Indiana - Lake Wawasee, Lake Syracuse, Lake Tippecanoe, Lake Webster, and more. Visit the **John Pound Store** in Oswego (from 1836) or a favorite Al Capone getaway at the **Barbee Hotel** on Big Barbee Lake.*

- 21.6 Notice a Lincoln Highway **concrete marker** in the front yard (private property) of a home on the north side of the road. These were placed in 1928 every few miles by the Boy Scouts to mark the Lincoln Highway route.

Note: A short turnout to the left on what is called Old Trail Road at 21.8 is an older Lincoln Highway alignment and returns shortly to Old 30 / Lincoln Highway. The county line for Whitley County is along this turn out but also appears if you stay on Old 30-at mile 22.1.

Whitley County: 19.4 miles (alphabetically last of Indiana's 92 counties)

- 0.0 Enter Whitley County at County Line Rd.

Note: At mile 1.1 there is an alignment on the right where today's Lincoln Highway softens the original angle of the curve. Lincolnway originally went off to the right at this point but that path now heads into private property and a dead end.

- 2.2 The interesting old Troy Presbyterian Cemetery is on your left (north) here.

- 5.3 The unincorporated area known as **Lorane** is on your right.

Note: Lorane was originally known as Steam Corners for a saw mill in the area. Later it was renamed Glory due to the beautiful local scenery. It even went by Buzzards Glory for a time before finally gaining the name Lorane, after the French town of Lorraine.

- 6.4 Just past Sheckler Rd at 2695 Lincolnway on the right (west) are the remains of an old bridge in the backyard of a private residence. This is part of a previous alignment which passed through the woods to re-engage with the Lincoln Highway. Many curves along the Lincoln Highway were softened over time.
- 7.5 Another remnant of the original road is on your right that passes into W Schumann Rd and back on to the Lincoln Highway / Old US 30.

9.5 Cross over US 30 straight ahead and approach **Columbia City**.

Note: Columbia City is the county seat for Whitley County. The first settlers in the area were the “Yankees” of New England. The land was heavily treed then but is mostly deforested and agricultural in nature today.

9.7 Turn left on Park St and pass the fairgrounds on your right.

Note: A later alignment through Columbia City eliminated this turn at Park and continued straight into downtown with the fairgrounds on your left ultimately connecting to the original Lincoln Highway on Van Buren St.

10.5 Park will become Jolly St for one block and then you should turn right (south) on Walnut St.

10.6 Turn left (east) on Van Buren St (this is where the newer Lincolnway alignment will join us coming from the west).

10.7 Pass the **Nook Restaurant**, 223 W. Van Buren St., Columbia City, on your right where you can still get a great Coney Island hot dog.

10.9 Turn right (south) on Main St on the east side of the **Whitley County Courthouse**.

Note: The court house is one of many classics along the Lincoln Highway in Indiana. It dates to 1888-1891.

*Note: Two blocks north of this intersection stands the Thomas R. Marshall home from 1874, former home to the US Vice President from 1913-1921. Today it houses the **Whitley County History Museum**, 108 W. Jefferson St., Columbia City. Standing in front of the museum is a **concrete marker** placed by the Boy Scouts on the Lincoln Highway in 1928, and later moved to this location.*

Note: Also here in the center of town on Market St is the old county jail from 1875, which served the area for nearly 150 years. Legend has it that it is haunted by one Charles Butler, a bad dude that was hung in this jail many years ago.

11.4 Turn left (east) at E Chicago St / Business US 30.

11.7 Note the old drive-in restaurant **CJ's Drive In**, 50 E. Old Route 30, Columbia City, on your right (south side).

14.0 On your left is the site of **Paige's Crossing Family Fun Center**, in this spot for many years.

14.2 Cross straight ahead over US 30 to connect to CR S 300 E.

Note: On your right as you approach this intersection you might spy an old LH road remnant on the right (east) which became a remnant as a result of the US 30 construction and its interruption to the Lincoln Highway.

14.3 Immediately across US 30 turn right (east) on the Lincoln Highway.

16.1 As you approach a curve, you might want to view another short remnant of early Lincoln Highway. If so, turn left on the unnamed road in front of a building with a sign for the Fort Wayne Motorcycle Club (FWMC) of 1924 and proceed to CR S 500 E, then turn right and return to the Lincoln Highway and turn left (east).

Note: At the stop at S 500 E you can see straight ahead where the old highway used to go, now on private property.

19.4 At County Line Rd / S 800 E you will enter Allen County.

Allen County: 33.5 miles

- 0.0 Cross the County line from Whitley County on Washington Center Rd at S 800 E.

Note: For a bit of original road you may turn right at S 800 E to the first left, a mostly dirt road called Lake Center Rd. Follow Lake Center for .4 miles until it rejoins Washington Center Rd. headed east.

- 7.2 At the intersection of US 33 and Washington Center Rd, note the sign indicating to turn right to follow the 1913 and 1928 routes east or to turn left to follow the 1913 route west. Turn right and take the US 33 South ramp to join US 30 and cross I 69 to follow IN 930 East / Goshen Rd.

Note: There is a short bit of old Goshen Rd remnant at 7.4 that remains (yet is interrupted by the interstate). It is only reachable from the westbound US 33 lane.

- 8.7 Cross Coliseum Blvd straight ahead on Goshen Rd toward downtown **Fort Wayne**.

Note: Fort Wayne is the largest city along the Lincoln Highway in Indiana with many historic points of 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 named for himself 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 many styles of distinctive architecture, beautiful walking trails, and classic churches you do not want to miss.

Note: Goshen Rd becomes Goshen Ave in this area.

- 10.7 Turn right (south) at the roundabout on Sherman Blvd. This used to be a 5-way stop Intersection, but was changed to the roundabout in 2019-2020.

- 12.8 Sherman Blvd curves to the left and becomes Van Buren St as it crosses the St. Marys River into the downtown area.

- 13.5 Turn left (east) on the one way street, Jefferson Blvd.

*Note: As you pass through downtown **Visit Fort Wayne**, the Visitor Center for Fort Wayne, 927 S. Harrison St, Fort Wayne, is on the corner of Harrison St and Washington Blvd (one way going west). The visitor center has much to offer regarding Fort Wayne and the area. They have also been named an official **Control Station with a historical display** of the Indiana Lincoln Highway. Plus a **concrete marker** stands near the corner of Harrison and Washington depicting the route of the Lincoln Highway in 1928. That is the year the national Lincoln Highway Association and the Boy Scouts placed 2400+ such posts across the US to honor Abraham Lincoln and the Lincoln Highway.*

*Note: **The History Center**, 302 E. Berry St, Fort Wayne, is on the corner of Berry St and Barr St, and an exceptional diner named **Cindy's Diner**, 230 W. Berry Street, Fort Wayne, is located nearby on 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.*

- 14.4 The street name changes from Jefferson Blvd to Maumee Ave.

- 15.2 Turn right on Anthony Blvd. The earliest route through here followed Fletcher Ave which is one block further east.

- 15.5 Turn left onto Wayne Trace and prepare to turn left once again.

- 15.7 Turn left on New Haven Ave and follow it eastward.

Note: Just prior to the merge with IN 930 note the old tourist-style motel on your right with a Bates Motel sign in the window! Also the Brooks Construction Company of Fort Wayne laid most all of the concrete for the Lincoln Highway in this area as far back as 1914.

18.0 New Haven Ave merges with IN 930 going east to New Haven at this point.

Note: There are three more remnants of the old Maumee Ave in this area requiring you to double back to the west a bit and then return to this area. Below are directions to each.

Note: Turn left at Maplecrest Rd and follow it to Nelson Rd. Nelson will wind around a bit and then come to Estella Ave. Go left (north) on Estella to connect to Old Maumee Rd (Ave) going left (west). When you reach Meyer Rd, you can see where the road used to go straight ahead, but you will need to bear left (south) and drive back to IN 930.

Note: Here you can either follow IN 930 to the left (east) to rejoin the Lincoln Highway eastward, or you can turn right (west) and see another old section of Maumee Ave. On this route, go under the overpass for the exit of IN 930 and Coliseum Blvd. Take a quick right turn on Maumee just past the overpass and follow it for about .5 miles through a heavily industrialized area. When you reach the stop sign at Washington Blvd, turn left and follow the road back to the east under the overpass and rejoin the Lincoln Highway at Maplecrest Rd.

18.3 Enter the town of **New Haven** at Maplecrest Rd.

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

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 beginning of the official Lincoln Highway. It was originally 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 commonly called Holterman's Crossing and the trolley service stopped just north of here along Maumee Ave.

Note: On the north side of this building is the third short remnant of Maumee Ave which dead ends after going back to the left (west) for about 2 blocks. Turn around and rejoin IN 930 eastbound.

19.4 Stay left (almost straight ahead) on Lincoln Highway as IN 930 bears to the right.

20.3 On your left 2 blocks north on State St is a remodeled **Wabash Railroad 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. A memorial to the Wabash-Erie Canal system is in the downtown area.

*Note: Also at this point is the **New Haven City Hall**, 815 Lincoln Highway E, New Haven, on your left, and another 1928 **concrete marker** placed by the Boy Scouts to commemorate the Lincoln Highway stands proudly in the front yard with a **commemorative plaque**.*

20.9 To continue on along the Lincoln Highway turn right (south) on Green St back to IN 930.

21.1 Turn left on IN 930 and pass through the interchange for I-469. The name of your route changes to US 30 beyond this interchange.

Note: At 21.6 and 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 Rd to view this remnant running both east and west for a short distance.

24.2 Turn left onto Old US Highway 30, also called Lincoln Highway.

Note: Just after leaving US 30 and on your left 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 school for Jefferson Township No. 5 Center School (1892) on your right.

- 25.2 Merge back on to the Lincoln Highway and enter the area named **Besancon**, first settled by immigrants from France and Switzerland in the 1840s before any roads even existed in 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 and 1871). Visit the adjacent St, Louis Besancon Academy (1915) and cemetery as well as the recently renovated sanctuary at the church.
- 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 in Zulu in 1880 and **Billy’s Downtown Zulu** is at the intersection.

Note: Just past Zulu 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 a 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 IN 101 is the village of **Townley**. Not many buildings remain as the original general store, grain elevator, a few homes, and the church were decimated by a severe tornado on March 29, 1920. You can visit **Triple T’s** here, formerly Todd’s Townley Tavern.
- 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.