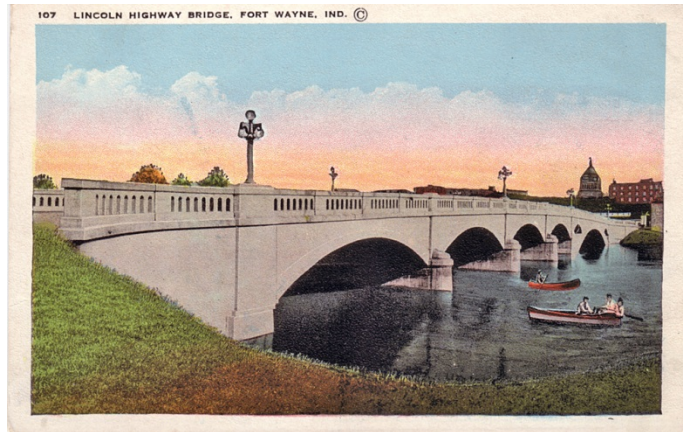


INDIANA'S LINCOLN HIGHWAY BYWAY

A Turn-by-Turn Road Guide
For the 1928 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.



1928 Indiana Lincoln Highway

East to West

Allen County: 33.5 miles

- 0.0 The Indiana / Ohio state line
- 0.4 The original Lincoln Highway turns off US 30 to the right here.
- 3.5 At the intersection with SR 101 is the village of **Townley**. Not many buildings still here as the original village with its general store, grain elevator, a few homes, and the 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 purportedly was part of a number of tourist cabins that stood on these grounds in the early days of auto travel.
- 5.4 Here on the south side of this curve is an original remnant of the old road, currently 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 first established here in 1880 and one can also find vintage pictures of the Oberley's Gas Station that once stood in Zulu.
- 8.2 Enter the village of **Besancon**, first settled by immigrants from France and Switzerland in the 1840s before any roads were established in the area. It was first called "New France" but later became Besancon as the village grew up surrounding the Gothic Revival style St. Louis Roman Catholic Church (1846 and 1871). Visit the recently renovated sanctuary as well as the cemetery next door.
- 8.3 Take the unnamed road that veers right in front of the St. Louis Besancon Academy and pass by the old school, 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 a part of the 1928 alignment of the 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 frontage road parallel to US 30 that was part of an early Lincoln Highway alignment. To view this area turn left (south) at the light onto Doyle Rd and 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 known as Gundy's Deadening.

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

Notes:

● At 12.9 the **New Haven Bakery** is on your right. This is a fine bakery so if time allows, stop in for one of their tasty donuts.

● At 13.0 you might want to visit the New Haven downtown area. To do so, turn right on Broadway and proceed north for .4 miles.

- At 13.1 is the **New Haven City Hall**. A **concrete marker** dedicated by the Boy Scouts of America in 1928 depicting the route of the Lincoln Highway stands in the front yard with a **commemorative plaque**.

- At 13.2 or State St you can visit a remodeled Wabash Railroad depot that is occasionally open for use and viewing. Turn right (north) for two blocks to see it.

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

14.9 The **Castle Automart** is on your right but partly obscured today; it is a landmark building constructed in 1913, the same year that the original Lincoln Highway began. 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.

Note: In the early days of auto travel through this area of Fort Wayne and New Haven most of the driving was along Maumee Ave. There are three small segments remaining on the north side of SR 930 you might want to explore. The first is right behind this building and dead ends only 2 blocks to the west. You can then backtrack to the castle and rejoin SR 930 west (right) toward Fort Wayne.

Note: Two more remnants of Old Maumee Rd are in the area further ahead and will require you to double back to stay on the Lincoln Highway. For the first remnant turn right on Maplecrest Rd and then left on Nelson Rd. Follow Nelson until it meets Estella Ave. Turn left on Estella and follow it to Old Maumee Ave. Turn left again and follow the road to Meyer Rd. At this intersection if you look straight ahead before turning, you can see where Old Maumee was directed back in the day, but is a dead end today. Stay on Meyer Rd. south to reconnect with SR 930.

Note: If you have a yen for the third remnant before continuing westward on the Lincoln Highway, turn right on SR 930. If not, turn left and go back to Maplecrest Rd and turn around to point westward. To reach the third remnant, go under the overpass where SR 930 / Coliseum Blvd exits and immediately take the first right onto Maumee Ave. This route goes about .5 miles through a heavily industrialized part of town and intersects with Washington Blvd. Follow Washington back left (east) to return to Maplecrest Rd and turn around to point your car westward once again.

15.5 The Lincoln Highway bears left on New Haven Ave as you enter **Fort Wayne**, while SR 930 curves to the right.

Note: Fort Wayne is the largest city along the Lincoln Highway in Indiana with many points of historic interest. It began as a settlement in the Maumee River Valley in the 1680s and began growing when General Anthony Wayne built a fort named for himself 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. Fort Wayne has an array of distinctive architecture, wonderful walking trails, and classic churches you don't want to miss.

17.8 Turn right on Wayne Trace.

18.1 Turn right (north) once again on Anthony Blvd. Originally the Lincoln Highway followed Fletcher Ave which is one block east of Anthony. However, today Fletcher dead ends at a one way street (Maumee Ave again) going in the wrong direction.

18.7 Cross Maumee Ave and arrive at Washington Blvd. Turn left (one way west) to head into the middle of town.

Note: Another quick remnant of Maumee Ave as traveled by early LH travelers can be reached by exiting to the left off Washington on King St and then turning right on Maumee Ave. Maumee changes names to Harmar St on a slight turn to the right and will come to a stop sign at Washington Blvd. Turn left here to continue westward.

Note: If you wish to visit The History Center, it is a right turn on Barr St to Berry St.

- 20.0 Continuing on Washington, **Visit Fort Wayne**, the Fort Wayne Visitors Center is on your right at Harrison St. 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** near 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: An outstanding diner named **Cindy's Diner** is nearby at the corner of Berry St and Maiden Lane. "Serving the world.....15 people at a time" is the motto of Cindy's Diner. Cindy's is a Valentine Diner from 1954, manufactured in Wichita, Kansas.*

Note: The 1913 route turned right (north) on Harrison and followed Harrison to Putnam, then right on Wells St, left on State St, and right on Goshen Ave. After passing through a new roundabout on Goshen, the 1913 route once again meets the 1928 route as it enters onto Goshen Ave from Sherman Blvd.

- 20.5 Turn right on Van Buren St which will become Sherman Blvd after crossing the St. Marys River at mile 21.3.
- 23.4 Turn left onto Goshen Ave after going around the roundabout at this intersection.
- 24.6 Pass by the **Venice Restaurant** on your right, a popular restaurant for over 50 years at this location. If you stop, ask to see their Lincoln Highway memorabilia. Goshen Ave will become Goshen Rd near here.
- 25.3 Cross Coliseum Blvd and move to the right lane in order to take the US 33 North exit once you have crossed the I-69 interchange.

Note: There is a short bit of old Goshen Rd at 25.9 on your right. It is only reachable from the westbound lane at this junction and dead ends back at the Interstate.

Note: US33 was not the official number for the route to Ligonier and beyond until the 1930s. Prior to the federal numbering of the road it was IN Route 2. One can find segments of Indiana Route 2 further west along the 1913 alignment of the Lincoln Highway.

- 26.7 At the intersection with Washington Center Rd you will see the sign indicating to turn left (west) to follow the 1928 alignment westward and to stay straight to follow the 1913 alignment west. Turn left at this intersection.
- 33.5 There is a patch of rough gravel road that was part of the original Lincoln Highway and you might want to view by turning left on Lake Center Rd, then a right turn back to Washington Center Rd on S 800 E.
- 33.5 Enter Whitley County along Washington Center Rd at S 800 E.

Whitley County: 19.4 miles (alphabetically last in a list of the 92 Indiana counties)

- 0.0 Enter Whitley County at County Line Rd / CR S 800 E.
- 3.0 If you want to drive a short remnant of the old Lincoln Highway, turn right (north) on CR S 500 E, prepare to turn left very quickly on an unnamed road yet note on your right as you turn the corner where the road used to pass (now on private property) as it worked its way back to the current highway. This area is known as **Coesse Corners**. Then merge (bear right) going west on the Lincoln Highway.
- 5.1 Turn left at the "T" intersection with CR S 300 E and cross US 30. The road will become Business 30 or Chicago St on the south side of US 30 as you head west toward Columbia City.

Note: After crossing US 30 you might see on your left a remnant of the old highway created when the current US 30 construction interrupted the Lincoln Highway.

- 5.4 On your right is the site of **Paige's Crossing Family Fun Center**, in this location for many years.
- 7.7 On your left is an old local drive-in known as **CJ's Drive In**.
- 8.0 Turn right (north) on Main St toward the **Whitley County Court House** and downtown **Columbia City**.

Note: Columbia City is the county seat for Whitley County and the courthouse (1888-1891) is a classic of the era. The first settlers in the area were "Yankees" from New England and the land was heavily forested. Today it is almost all deforested and agricultural.

Note: Also in the downtown area on Market St is the old county jail from 1875 and serving the community for nearly 150 years. Legend says it is haunted by one Charles Butler, a bad dude that was hung at the sight many years ago.

- 8.5 Turn left (west) on Van Buren St with the Whitley County Courthouse on your left.

*Note: Two blocks north of the Main St / Van Buren intersection is the Thomas R. Marshall house (1874) named for the US Vice President from 1913-1921. It now houses the **Whitley County Historical Museum**. 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.*

- 8.7 Pass the **Nook Restaurant** where you can still get a great Coney Island hot dog.
- 8.8 Turn right on Walnut St.

Note: A later route through Columbia City eliminated this turn at Walnut Street and continued on about 1/2 mile to a right turn on W Lincolnway which merges with Park St just beyond the fairgrounds.

- 8.9 Turn left on Jolly St which will become Park St.
- 9.7 Bear right as Park St merges into W Lincolnway with the fairgrounds on your left.
- 9.9 Cross over US 30 and continue west on Old 30 north of US 30. Old 30 is the Lincoln Highway.
- 11.9 At Schumann Rd, look for a remnant of the old highway on the west (left) side of the road that passes through a private back yard and rejoins Old 30.
- 12.7 Another remnant to look for is just ahead.

Note: On your left, well off the road on private property (2695 Lincolnway) are the remains of an old bridge, part of a previous alignment which passed through the woods to re-engage with today's Lincoln Highway. Over the years many Lincoln Highway curves have been "softened."

- 14.1 The unincorporated area known as **Lorane** is on your left.

Note: Lorane was originally named Steam Corners after a sawmill in the area. Later it was renamed Glory for the beautiful scenery one could see in the area. It even became Buzzards Glory for a time before finally being named Lorane, after the French town of Lorraine.

- 17.2 The interesting old Troy Presbyterian Church cemetery is here on your right (north side).
- 18.1 On your left (south) is an alignment of the original Lincoln Highway that is a dead end but one can see where it passes through the current driveway of a private residence. Today's route once again softens the original angle of the road.
- 19.4 Enter Kosciusko County here at County Line Rd.

Kosciusko County: 22.1 miles

- 0.0 Enter Kosciusko County either on Old 30 or by turning right (north) off Old 30 just before the County Line sign and following Old Trail Rd around to re-enter Old 30 at .4 miles.
- 0.5 Notice a Lincoln Highway **concrete marker** in the front yard of a home on the north side of the road. These were placed by the Boy Scouts every few miles along the Lincoln Highway coast-to-coast in 1928 to mark the route.
- 2.6 Cross IN 13 and continue straight on toward Warsaw.
- Note: Turn left (south) here and travel 3 miles to visit the nearby town of **Pierceton**. It is known for its rustic and vintage antique shops. Or stop into the **Old Train Depot** for a bite.*
- Note: Or turn right (north) and go 10 miles to visit the lake towns of North Webster and Syracuse. Stop to see and play at the largest group of freshwater lakes in Indiana...Lake Wawasee, Lake Tippecanoe, Lake Syracuse, Lake Webster, and more. Visit the **John Pound Store** (from 1836) on Lake Oswego or an Al Capone hangout at the **Barbee Hotel** on Big Barbee Lake.*
- 4.0 As you approach **Warsaw** you should know it is the Orthopedic Capital of the World with more than 30 medical device companies operating in or around the town. But it is also known as Lake City due to both Pine and Center Lakes in town and Winona Lake on the edge. You can also visit the **Warsaw Cut Glass Company** (c 1911) at 505 S Detroit St for a tour.
- 8.1 Turn right on E Kosciusko Dr across from **Shoop's Diner** (just prior to reaching US 30 and then paralleling US 30).
- 8.5 Bear left onto Center St and approach the stop sign.
- 8.7 Turn left and stay on Center Street while crossing US 30. Once across stay in the right hand lane and continue west.
- 9.0 Notice the **Wagon Wheel Theater for the Performing Arts** on your right 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, presenting Broadway-caliber musicals and plays throughout the summer.
- Note: For a diversion go two blocks and turn left (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.*
- 10.6 You might wish to visit the **Old Jail Museum** here, 1 block north of Center St on Indiana St. An original Lincoln Highway **concrete marker** is located in the Museum.
- 11.0 Turn right on Lake St with the **Kosciusko County Courthouse** on your right.
- 11.5 Pass **Funk Park** on your left at Perry St with a display of a replica **concrete marker** like those erected along the Lincoln Highway in 1928 to show the way across America.
- 12.2 Pass through the first of two roundabouts here on the west side of town. The second is at mile marker 13.1. Continue on Old 30 through both.
- 14.1 Visit the 1897 Pratt truss style **Chinworth Bridge** across the Tippecanoe River as well as the Lincoln Highway **commemorative display** on the left (south) side of Old 30 / Lincoln Highway. The Chinworth Bridge is one of a very few surviving bridges built by the Bellefontaine Bridge and Iron Company of Ohio.

- 14.8 **Creighton's Crazy Egg Café** on your left is first rate. Creighton Brothers has been in the egg production and sales business since 1925 at this location.
- 17.8 Lincoln Highway / Old 30 becomes Main St as you enter **Atwood** and then back to Lincoln Highway / Old 30 when it departs town.
- 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 on the Pittsburgh, Fort Wayne, and Chicago Railway as it passed through town. In 1864 the village changed its name to Atwood. The Atwood Post Office has been in service since 1864. You might also want to seek out the 1871 Hall Farm or the 130 year old Methodist Church.*
- 21.3 Lincoln Highway becomes State St through **Etna Green** and reverts back to Lincoln Highway / Old 30 once through town.
- Note: After Memorial Day the fountain in Memorial Park is flowing and the old-fashioned bandstand is operational.*
- 21.7 Pass by **Hunter's BBQ** on your left where you can get some great pork chops or ribs and the **Etna Green Café** on your right - a fine stop for breakfast. Cross IN 19 right here.
- 22.1 On Old 30 / Lincolnway cross into Marshall County.

Marshall County: 22.4 miles

- 0.0 Enter Marshall County on Lincolnway / Old 30 just west of Etna Green.
- 2.9 Lincolnway curves right and enters the town of **Bourbon** to become Center St.
- Note: Bourbon was founded in 1853 by folks moving north to this heavily wooded area from Bourbon County, Kentucky. The area really grew once the railroad lines passed through town. Once the lumber was all cut and shipped, Bourbon became largely an agricultural town. From 1872-1961 the Bourbon Fair was a huge draw to northern Indiana, particularly for the horse racing. Bourbon is home to a classic old Indiana High School Basketball Gymnasium and the **Old Town Pump** from the 19th century, both on the National Register of Historic Places.*
- 3.3 The center of town...Center St and Main St / IN 331. Center St will become Beechwood for a short distance and return to Lincolnway / Old 30 as you depart Bourbon.
- Note: On the southeast corner of Center St and Main St / IN 331 is a new display honoring Bourbon. The Indiana Lincoln Highway Association is placing **two historical panels** in a new city display here.*
- 8.1 The Lincoln Highway passes along the edge of **Inwood** on your left (south side).
- Note: Once known as Pearsonville, this town was renamed by the Railroad as it passed through, for both being a village "in the woods" and for the vast wooded areas and lumber all around. Unfortunately, Inwood has suffered from multiple fires over the years and today is primarily agricultural.*
- 11.9 Notice the barn quilt on the white barn at 10518 Lincoln Highway on the right side of the road. There are many barn quilts across Marshall County and there is a Barn Quilt tour you can take that highlights them.
- 13.5 The Lincoln Highway will curve to the right as you enter **Plymouth**. As it straightens out, it becomes Jefferson St through town.
- Note: Plymouth is named for Plymouth Rock in Massachusetts and was settled along the Yellow River and along the old Michigan Road (Madison, Indiana to Michigan City, Indiana). There are multiple*

listings for Plymouth in the National Register of Historic Places including much of the downtown. Many 1870 - 1900 buildings are still in operation in downtown Plymouth.

- 13.8 Note a **kiosk display** for the Lincoln Highway and its significance to Plymouth and to the state on your left at Cleveland Court.
- 13.9 The intersection of Jefferson St and Michigan St marks the point where three significant highways that have been very important to the growth of Plymouth and travel intersect - the east-west Lincoln Highway, the north-south Michigan Road, and the north-south Dixie Highway. Just 3 blocks south of this intersection is the **Marshall County Museum and Crossroads Center** with fine displays on the importance of each of these early 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.

- 17.6 Turn left on Lincoln Highway / Old 30 about 1/4 mile PRIOR to the current US 30 and head toward Donaldson. Historically there was a strange sign at this intersection - where both street signs declared Lincoln Highway.
- 18.4 On your left, note the old motel building as you pass by.
- 20.8 On your left (south) under some bushes to the left of the driveway and on private property is another Lincoln Highway **concrete marker** that has marked the Lincoln Highway since erected by the Boy Scouts in 1928.
- 21.3 Pass through the stop sign and primary intersection of **Donaldson** at Union Rd and note the old Garrison Building to your left. Donaldson dates to 1871 and has had a post office operating there ever since.

Note: Donaldson is home to the Motherhouse for the Poor Handmaids of Jesus Christ. The members immigrated here from Germany in the 19th century after first settling for a time in Fort Wayne. The Handmaids later founded Ancilla Domini College here in the 1920s. Ancilla is south of town 2 miles and the campus is beautiful.

- 22.2 Turn left (west) onto US 30.

Note: Across the street on the north side of the road you can view remnants of the old road now being used by local residents.

- 22.4 Enter Starke County at County Line Rd / N 1200 E.

Starke County: 12.4 miles

- 0.0 Enter Starke County at N 1200 E. The Lincoln Highway 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.
- 2.0 Pass on the south side of **Grovertown**. You can view remnants of the original Lincoln Highway along here on the north (right) side of the road on either side of IN 23.

Note: Grovertown has seen its population dwindle over time and little industry remains. At one time a Heinz Pickle factory was here as well as a post office and schools. Only the post office remains.

- 5.1 Turn left into **Hamlet** on Old 30 / Lincoln Highway, becoming Plymouth St in Hamlet.

Note: Named for local resident John Hamlet, the town is almost exactly one square mile. First settled in 1835 when the county was primarily marshland and hay field businesses thrived. There were 47 residents in 1870, and the population has hovered around 800 for the past 30-40 years. In 1927

concrete was poured along the Lincoln Highway through Hamlet and Hamlet was a busy place with an active Railroad line and Old US 30 passing through. In the 1960s, the new 4 lane US 30 was built about 1 mile north of downtown and most downtown businesses have not survived.

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.

- 6.1 There is an original Lincoln Highway **concrete marker** placed by Boy Scouts in partnership with the national Lincoln Highway Association in 1928 just around the corner of Plymouth and Starke Sts, near the NW corner of the intersection.

*Note: There is second **concrete marker** in Hamlet, well off of the Lincoln Highway on W. Indiana Ave, moved there in the 1970s, and on private land.*

- 7.1 The bridge on the left hand side has been painted in LH colors red-white-blue

- 8.1 Cross under the viaduct for US 35. A restaurant has routinely been open under the viaduct.2.4

Note: The route ahead will connect back to US 30 but the road along here is also quite rough. Drive slowly and this road might give you an idea of what it was like for early drivers of the Lincoln Highway.

- 10.0 Turn left (continuing west) back onto US 30.

- 12.4 Cross into La Porte County as you cross the Kankakee River on US 30.

La Porte County: 12.8 miles

- 0.0 Enter La Porte County on US 30 as you cross the Kankakee River.

- 3.3 Turn left on West St / Old 30 into the town of **Hanna**. West St will become Volk St in town.

Note: Hanna is an unincorporated town of approximately 500 people. Originally Hanna was in Starke County but later absorbed by La Porte County because of the marsh areas and difficulty of travel to the county seat. Another fine town along the Pittsburgh, Fort Wayne and Chicago Rail line.

- 3.5 Note the red, white and blue **Lincoln Highway Bridge** on both sides of the road, a recently added landmark by the local Lions Club for Lincoln Highway travelers!

- 4.1 Near the center of Hanna is a restaurant / bar known as **Rumors** on the south side of the railroad tracks.

- 4.5 Here is the second red, white and blue **Lincoln Highway Bridge** near Hanna.

- 6.8 The road curves to the right and approaches US 30 once more.

- 7.7 You may see a remnant on the left (west) side of the road as you approach US 30. You can see it again on your left after you make the turn westward on US 30.

- 10.8 Pass along the north edge of **Wanatah**. When the new 4 lane US 30 was placed north of the downtown area in the 1960s, the area soon became known as Gasoline Alley with 9 gas stations very near one another on this stretch.

Note: Wanatah came to be around 1865 and is a crossroads railroad town with the Monon line going north and south and the Pittsburgh, Fort Wayne, and Chicago line going east and west through town.

Note: In 1865 the Lincoln Funeral Train stopped in Wanatah on its way to Springfield, IL and an 1888 caboose from the Monon line is the local history museum on Cross St.

Note: In 1891 a local newsman, Harry Darling, concocted a very detailed story about “The Petrified Woman”, a young girl that had been missing for 40 years and was found in an iron rich bog. He kept the story going for quite some time. In 1932 Pretty Boy Floyd and his gang purportedly robbed the local Wanatah Bank.

- 12.5 If you like, turn left for a short remnant of Old 30 on W 1200 S. At the end of the road turn right (north) to approach US 30 along County Line Rd and turn left again
- 12.8 Continue west on US 30 and enter Porter County.

Porter County: 16.0 miles

- 0.0 Enter Porter County at County Line Rd along US 30. Porter County was settled in the 1830s and at that time was heavily wooded and full of game and fruit.

- 4.8 Turn left off US 30 on to Comeford Rd.

- 5.5 Bear right on the road as it curves to become Sturdy Rd and heads north toward **Valparaiso**.

Note: Both the original 1913 Lincoln Highway route and the 1928 alignment pass through Valparaiso. Some of the route through the area is aligned with the old Sauk Indian Trail between Detroit and Rock Island, Illinois. Originally the town was named Portersville in honor of Commodore Porter, leader in an important sea battle in Chile during the War of 1812.

- 5.8 Pass Penna Hill Rd and a cemetery on your left.

Note: The 1928 route actually turned left (west) at Penna Hill and wound through the middle of this cemetery approaching modern US 30 on Linwood. Now the median across US 30 prevents us from following Linwood across US 30 so we suggest the route below.

- 6.0 Cross over US 30 on Sturdy Rd and approach a traffic circle / roundabout (mile 6.4). Follow the circle 3/4 of the way around to Lincolnway and proceed west into downtown.

Note: On your left one block south of Lincolnway is Valparaiso University. All of the early LH routes passed along the north or west side of the university, but new auto travel routes have caused changes to the Lincoln Highway. Valparaiso University was one of the first coed colleges in the “west”, founded in 1859 as Valparaiso Male and Female College. The spectacular Chapel of the Resurrection is found here.

- 7.2 The intersection of Garfield St and Lincolnway is where the 1913 and 1928 alignments intersect. Go straight ahead (west) on Lincolnway / SR 130. There is a sign here suggesting the directions for both the 1913 (east and west) and 1928 (west) route.

Note: If you turn left here at Garfield, you can take some of the original 1928 route for several blocks through a residential area. Unfortunately US 30 has had median curbs installed in recent years and you cannot cross it to see all of that route, so retrace your drive back to Garfield and Lincolnway to proceed west.

- 7.4 Both the **Porter County Museum (PoCo Muse)** building from 1871 and the adjacent **Opera House** from 1893 are wonderful structures and are just a block south of Lincolnway at Franklin St as you pass through downtown.

*Note: A **monument** dedicated to the Lincoln Highway as well as an original **concrete marker** placed by the Boy Scouts of America in conjunction with the Lincoln Highway Association can both be found in front of City Hall at mile 7.7.*

*Note: Valparaiso has some outstanding architecture dating from 1870 to 1940. An example is at the west end of downtown on Indiana Ave near the railroad tracks called **Franklin House** dating to 1857.*

7.9 Turn left on Joliet Rd to cross the bridge as IN 130 continues straight.

Note: Another original alignment would have crossed the railroad tracks leaving town and connecting to Joliet Rd just across (west) of the bridge using Stokes St and Kinsey St. The streets are marked on the west side across the bridge and RR tracks, but is overgrown and a dead end today.

11.7 Turn right on to US 30 (west).

Note: Remnants of the original highway can be spotted on the right (north) side of the highway off and on for some distance but are now part of private drives and access.

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

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

Lake County: 16.0 miles

0.0 County Line Rd is in an area known as **Deep River** and the road name will change at times from Joliet Rd to Old Lincoln Highway and to E 73rd Ave.

Note: You can view 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 the 1835-1838 years by John Wood who built both a sawmill and gristmill at this site.

0.1 **Deep River County Park and Wood's Historic Grist Mill** (originally from 1837, rebuilt in brick in 1876) is on your right. It is the first modern day **Control Station with a historical display** for the Lincoln Highway in Indiana. Stop in for more information on both the mill and the Lincoln Highway.

2.1 At SR 51 the small village of **Ainsworth** is to the right (north). The Lincoln Highway continues straight ahead.

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

2.5 Turn left on Clay Street for ½ mile to catch a glimpse of the famous US30 Drag Strip of the 1950's and 1960's on the west side of the road.

4.0 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 known as part of Hobart. Today Green Acres is a housing development.

Note: The Boyd House (c.1865) at 1500 Old Lincoln Highway just beyond Mississippi St accommodated early LH travelers.

6.3 Continue into the town of **Merrillville** crossing Broadway / SR 53.

Note: Merrillville was originally named McGwinn Village and later as 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 ultimately becoming Merrillville.

Note: Look for the Italianate Morgan-Skinner-Boyd Homestead at 111 E 73rd Avenue along the Lincoln Highway.

6.4 The **Merrillville-Ross Township Historical Museum** resides in an old school on your left.

7.8 Continue straight as you cross Taft St.

10.6 Continue on Old Lincoln Highway / 73rd Avenue 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.

11.7 Cross the landmark **Old Lincoln Highway bridge** after crossing Cline Ave and enter **Schererville**.

*Note: Schererville is often known as the Crossroads as it is the intersection of several well-known Indian Trails from the Sauk, Potawatomi and Fox tribes. As you cross Junction Ave, note the Boy Scout / Lincoln Highway Association **concrete marker** in the Schererville Town Hall front yard.*

13.0 Turn right on US 30 from W Joliet St.

Note: There are two sections of the Old Lincoln Highway going west across US 30 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 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** is on your left as you approach the stoplight at US 41 / Wicker Ave going south. 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 St. John #2 one-room schoolhouse tucked back off the road just before entering the city of **Dyer**.

*Note: Dyer is your last stop before entering Illinois. Dyer is home to the **Meyer Castle** at mile 14.6 on your left.*

14.7 On your left is the **Henry C. Ostermann Memorial Seat** erected in 1929 -1930 honoring him as the former Field Secretary of the Lincoln Highway who passed away in 1920. Also here are **historical plaques** dedicated to the "Ideal Section" of the Lincoln Highway - the first mile of its kind in the US and a prototype of construction technology intended to make it the finest road in America. A "must see" stop so park in the Woudeland Professional Center lot at 1160 Joliet St near the display and absorb the history. A **concrete marker** placed in 1928 through a partnership between the Boy Scouts of America and the national Lincoln Highway Association has been added to this classic memorial as well.

*Note: Watch for the **Lincoln Highway markings** on two bridges crossing US 30 / Lincoln Highway.*

15.7 The **Dyer Historical Society Museum** is on your left (south) side inside the Town Hall.

16.2 The Indiana / Illinois State Line.

