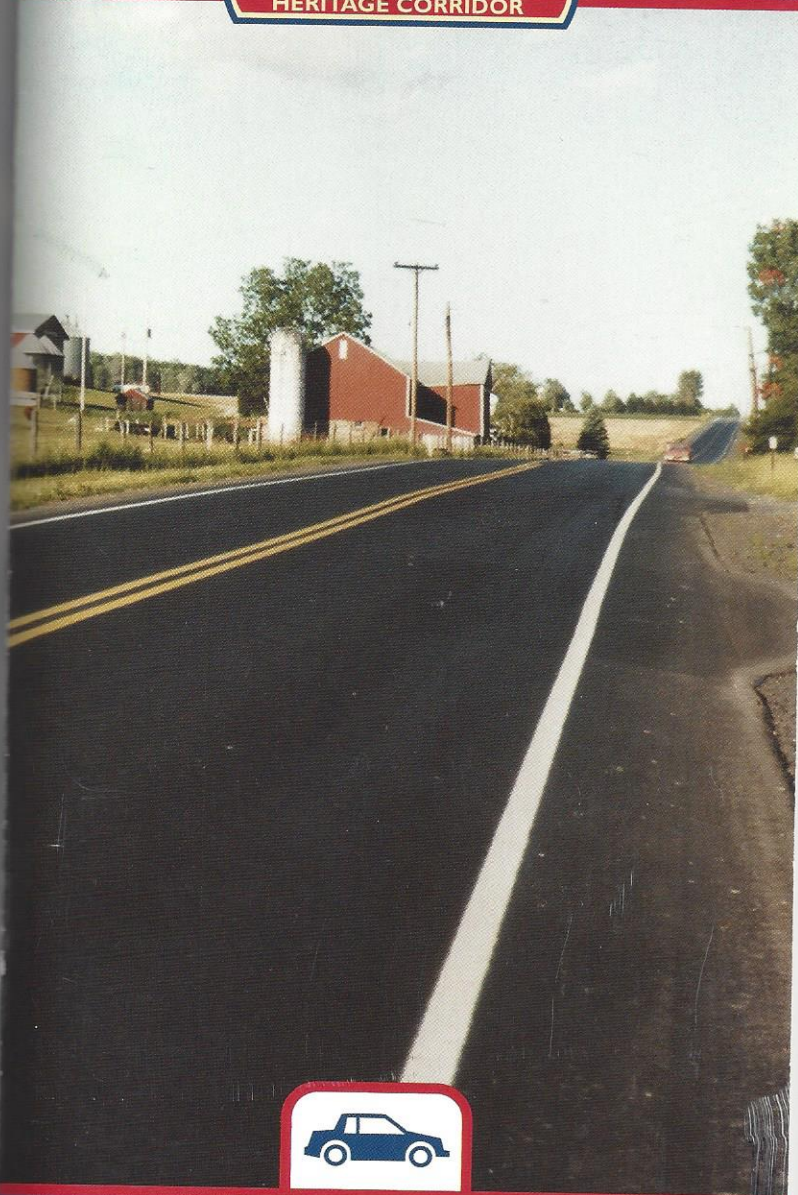


LINCOLN HIGHWAY
**DRIVING
GUIDE**



U.S. ROUTE 30

The Lincoln Highway Driving Guide

This Driving Guide was produced by the Lincoln Highway Heritage Corridor. This publication was made possible through grants from the Southwestern Pennsylvania Heritage Preservation Commission and the Pennsylvania Historical and Museum Commission.

Every effort was made to ensure that this driving guide is accurate and up-to-date. While there are other existing Lincoln Highway alignments, we did not include them because of safety concerns.

For additional information about lodging, dining, attractions, and other services along the Lincoln Highway Heritage Corridor, please contact the following:

Laurel Highlands Visitors Bureau

724-238-5661

www.laurelhighlands.org

Bedford County Visitors Bureau

1-800-765-3331

www.bedfordcounty.net

Fulton Co. Tourist Promotion Agency

717-485-4064

www.fultoncountypay.com

PA Capital Regions Vacation Bureau

717-261-1200

www.pacapitalregions.com

Gettysburg Visitors Bureau

717-334-6274

www.gettysburg.com

The Lincoln Highway Heritage Corridor thanks the following individuals who helped make production of this Guide possible: Patricia Hackett, Carol Ingald, Heather Wadas, and Cathy M. Zemba.

Introducing The Lincoln Highway

America's first coast-to-coast highway, *The Lincoln Highway* (Route 30), winds its way through centuries of Pennsylvania's history. Originally, Native American footpaths and trails crossed here. Colonists used and improved these early trails. Special circumstances, such as the French and Indian War, demanded the colonists develop specialized roads like Forbes Road in western Pennsylvania. Pioneers heading west used the new roads and soon the heavy flow of traffic made road improvements a necessity.

In the early 19th century, several independent, state-chartered turnpike companies adopted, improved, and managed stretches of road. These companies, such as the Chambersburg and Bedford Turnpike, levied tolls for travel along their roads. By the end of the Civil War, most long distance travel across Pennsylvania was accomplished by train. The turnpike system began to fade away and nobody gave much thought to the roads. The birth of the automobile changed that.



In 1913, the automobile was still in its infancy. Those that had cars really did not have suitable roads on which to drive them.

City streets were often paved, but rural roads were primarily dirt tracks connecting farmhouses.

A group of visionary businessmen from the automotive industry, led by Henry B. Joy and Carl Fisher, formed the Lincoln Highway Association (LHA).

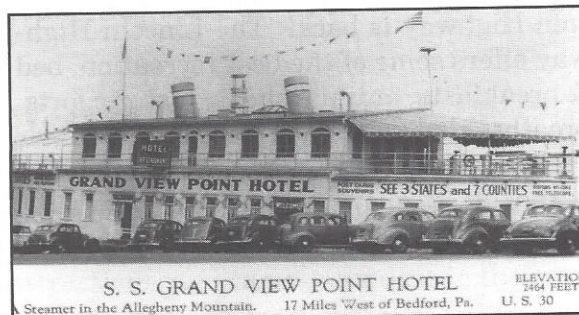
The LHA successfully spearheaded the creation of a publicly-funded road that stretched from New York, NY to San Francisco, CA. The road would be the first transcontinental highway. The LHA engaged in very little actual road building, but it did fire the public's imagination, and soon their project was under way. When it was done, it stretched 3,389 miles.



In Pennsylvania, much of the Lincoln Highway was constructed by improving and linking pre-existing roads, including the turnpikes and Forbes Road. It was a focal point of the Good Roads Movement, which would ultimately lead to the development of highways all over the nation.

The creation of the Lincoln Highway had a significant impact on how people traveled. No longer were they held to the schedules of railroads. Instead of touring Europe, more and more people chose to tour America by driving the Lincoln Highway. As automobiling became more popular, the face of

the roadside changed. Filling stations, tourist cabins, motor courts, and restaurants lined the Lincoln Highway to service travelers. As competition for the travelers' business increased, entrepreneurs became more creative to lure the traveling public in. Super-sized structures like the Coffee Pot and Ship Hotel (both in Bedford County) are fine examples of this programmatic architecture.



The Lincoln Highway was also crucial to the development of commercial traffic. During World War I, railroads could not handle the amount of freight being sent to the eastern seaboard ports. The favored alternative to the railroad was the use of truck convoys over the Lincoln Highway.

By 1925, the transcontinental route was completed. However, in that year, the United States instituted a system of numbered highways and eliminated name designations. In Pennsylvania, the Lincoln Highway became Route 30. In 1928, Boy Scouts across the country erected concrete markers along the route – more than a dozen remain within the Corridor area – in order to preserve the identity of the Lincoln Highway.

In 1940, the Pennsylvania Turnpike, with its tunnels blasted through the mountains, provided a quicker and easier route across the state. The landscape changed

once again. Hotels, gas stations and eateries no longer had the volume of travelers, and some closed.

Over the years, the Lincoln Highway has, in some places, been bypassed, realigned, and resurfaced. In other places, the highway is as pristine and unspoiled today as it was more than 85 years ago.

But what goes around comes around, and interest in the historic and scenic Lincoln Highway is back! The Lincoln Highway offers some of the best recreation, bed & breakfasts, antique shops, historic forts, breathtaking scenery, professional summer theater, farm fresh roadside stands, and best of all, an easy, laid back, peaceful driving experience.

Introducing

The Lincoln Highway Heritage Corridor

The Lincoln Highway Heritage Corridor (LHHC), is a not-for-profit heritage region that follows the Lincoln Highway through five Pennsylvania Counties: Westmoreland, Somerset, Bedford, Fulton, and Franklin Counties. (Adams County just completed a special purpose study to determine a linkage with the LHHC. The LHHC



← A 1928
cement
marker

The new →
LHHC
sign



Board has recommended that Adams County be added.)

In 1928, the Highway was rededicated to its namesake, Abraham Lincoln, with more than 3,000 cement markers across the country. This guide will indicate the old cement markers, as well as the new signs the LHHC recently installed from Greensburg to Chambersburg. Watching for these new signs will direct you to the historic route within the Corridor.

West to East Travelers...

If you are traveling *west to east*, your guide begins on page 7. An orientation map and listing of accommodations, restaurants, attractions, and campgrounds is in the center section of the book.

East to West Travelers...

If you are traveling *east to west*, your guide begins on page 36. An orientation map and listings of accommodations, restaurants, attractions, and campgrounds is in the center section of the book.

The Lincoln Highway Heritage Corridor is one of nine heritage parks in the Commonwealth of Pennsylvania. All are non-profit organizations, and part of the Pennsylvania Heritage Parks Program, under the Department of Conservation and Natural Resources.

The mission of the LHHC is to identify, conserve, promote, and interpret the cultural, historical, natural, recreational, and economic resources along the Lincoln Highway in Westmoreland, Somerset, Bedford, Fulton, Franklin, and Adams Counties.

For more information, write LHHC,
P. O. Box 386, Greensburg, PA 15601;
phone 724-837-9750; or visit www.lhhc.org

The LHHC offers several other publications that will enhance your visit: a quarterly newspaper, the *Lincoln Highway Journal*; a Bicycle Guide; and a Motorcycle Guide; as well as many Lincoln Highway collectibles.



Become a Friend ... of the Lincoln Highway

Friends of the Lincoln Highway share a vision of the highway as it once was, and a belief in what it can be. Experience the satisfaction of helping to turn history into heritage by becoming a *Friend of the Lincoln Highway*. Friends receive a Lincoln Highway lapel pin; the quarterly publication, *Lincoln Highway Journal*; and a 10% discount on all collectible purchases.

*Yes, I want to be a
Friend of the Lincoln Highway.*

- ☐ Friend (\$25) ☐ Good Friend (\$100)
☐ Pal (\$50) ☐ Friend for Life (\$250)

Name _____

Address _____

City _____

State/Zip _____

Make check payable to LHHC, and mail to:
LHHC, P.O. Box 386, Greensburg, PA 15601.

WEST TO EAST

Westmoreland County

*Of all the states that we crossed,
Pennsylvania stands out par excellence
in good roads, clean, attractive towns,
beautiful farming country and fruitbelts,
and well-built, up-to-date farm build-
ings. The whole state had an air of thrift
and prosperity, and every little home was
surrounded by fine trees, flowers, and a
well-kept vegetable garden.*

It Might Have Been Worse, 1920
—Beatrice L. Massey

While much of the Lincoln Highway in Pennsylvania is reminiscent of Mrs. Massey's 1920 trip, this first fifteen mile stretch is primarily commercial.

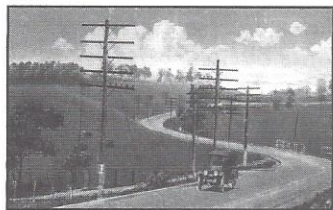
One mile east from the intersection of U.S. Route 30 and State Route 48, and on the right, is a row of three vintage motels. The first is the Hiland Terrace Motel, which has a number of single and double cabins and a small motel building. Next, is Park's Motel, which has ten cabins in a semicircle fronting the road and a motel strip in back. Beyond Park's Motel is Doug's Motel.

Two miles from Doug's Motel, bear right at Eckerd's and proceed up the hill to traffic light. Turn left and cross Route 30 to continue east on Center Highway past the Jacktown Ride and Hunt Club.

At Rescue Squad #8, an even older Lincoln Highway alignment bears left onto Old Trail Road. This three-quarter mile segment is the original path of the Pittsburgh to Philadelphia Turnpike through the village of Jacktown. There are several well-maintained historic structures along this stretch. Note the old Philadelphia-Pittsburgh Turnpike marker at the intersection.

Old Trail Road rejoins Center Highway just before reaching Irwin, founded in 1864. At this point the road's name changes to

Pennsylvania Avenue. Irwin's downtown district is on your left. Continue straight.



Travel one mile from the 1905 Union Cemetery and pass under the turnpike. Continue another

1.4 miles to Stop sign. Turn right and travel under the underpass to Route 30 east sign. Continue straight.

At the second traffic light by Greengate Mall, turn right to follow the old Lincoln up Mt. Odin. Note one of the 87 new Lincoln Highway signs that the Lincoln Highway Heritage Corridor recently installed along the historic route. At the top of the hill on the right is Mt. Odin Park and a historical marker for the toll house that once stood nearby – one of five in Greensburg along the Greensburg–Pittsburgh Turnpike.

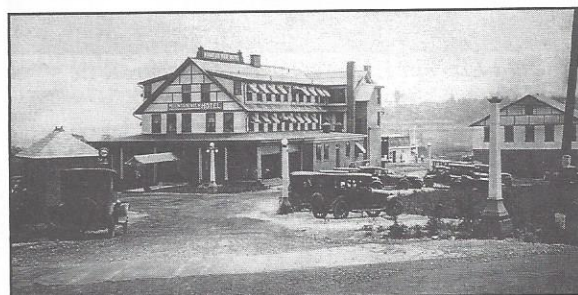
Coming down the hill, the road passes under Route 30 and becomes West Pittsburgh Street, the original route of the Lincoln Highway through Greensburg. Pittsburgh Street is one-way heading east through downtown Greensburg. See if you can spot the early filling stations along West Pittsburgh Street.

The 1906 Westmoreland County Court House is on your left as you cross over Main Street. Shortly after Pittsburgh Street becomes two-way and rejoins Route 30, a reproduction cement Lincoln Highway marker was recently installed by Wib and Margie Albright in front of the Barnhart Funeral Home on your left.

Continue to Westmoreland Mall, staying in the right lane, and turn right at Burger King onto Old Lincoln Highway at the traffic light immediately beyond the

Mall's main entrance. As the road begins to curve left to rejoin Route 30, you will pass a store named Descendants on the left. This is the former W. F. Ulshafers' Tourist Home, which looks remarkably as it did in its heyday. The old road rejoins Route 30 at this point.

Get in the left turn lane and turn left onto Frye Farm Road to follow the old Lincoln. Bear right and proceed to Stop sign. The 1924 Mountain View Inn, to your right, sits between the Lincoln Highway and Route 30. The Inn has been owned and operated by the Booher family since 1940.



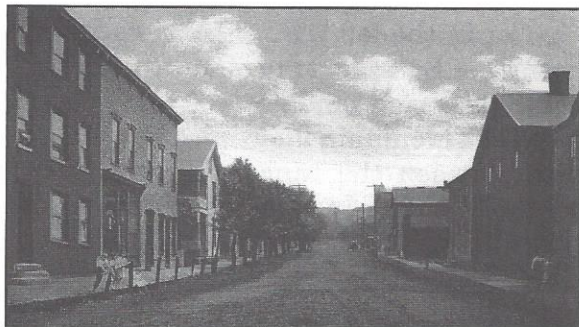
Mountain View Inn

Continue along this scenic stretch. Although it is no longer operable, note the old egg vending machine (on your left) at the Frye Farm. At the Stop sign ahead, turn right and then left at the traffic light to rejoin Route 30.

About one-half mile on the left is the entrance to St. Vincent College, founded in 1846. Near the rear of the campus is a circa 1854 grist mill that still uses its original one-ton stone grinding wheels. The mill is open Tuesday and Thursday afternoons.

Continue on Route 30 and turn right at the traffic light onto Route 981; then very shortly turn left onto Arnold Palmer Drive to rejoin the old Lincoln Highway. Set your odometer now and travel for 0.8 mile to see one of the 1928 Lincoln Highway markers on your right at Club Manor Drive.

Ahead is downtown Youngstown, founded in 1900. The old Lincoln Highway is called Main Street through this community. On the right, at the traffic light, is the Tin Lizzie Tavern, located in a building that was known as the Amer Hotel in the early 1900s.



The old Lincoln Highway was Main Street in Youngstown, Pennsylvania.

Just beyond the intersection, bear left at the fork, continuing east on Main Street. The old Lincoln Highway rejoins Route 30 about 1 mile ahead.

You are now entering the Loyalhanna Scenic Gorge Area, administered by the Western Pennsylvania Conservancy. Route 30 divides on opposite sides of the creek at this point. The eastbound lanes follow the original alignment of the Lincoln Highway, while the westbound lanes follow the roadbed of the former Ligonier Valley Railroad.

Idlewild Park is ahead on the right. It is the third-oldest amusement park in the United States, opening in 1878 as a picnic grove. It offers a classic blend of old and new amusement rides, a water park, and even a Lincoln Highway kiddie car ride!

Immediately after passing the Park, get in the left lane to turn left at the Colonial Inn sign. Continue straight across the westbound lanes of Route 30 and pass through the Colonial Inn's parking lot. Turn right to follow the old Lincoln Highway into Ligonier. Ahead on the right, you will see the

only remaining white tourist cabin from Shirey's Lake View Tourist Cabins.

At the Stop sign, turn left onto West Main Street into downtown Ligonier, known for its enticing array of specialty shops and restaurants. A gazebo graces the Ligonier Diamond. (For a quick detour from the Lincoln Highway, turn right onto Market Street. Fort Ligonier will be on your left. Proceed across Route 30 and continue on Route 711 South to see the Southern Alleghenies Museum of Art.)

After returning to the gazebo, and just as you turn right, you'll see one of the cement markers on your left in front of the Ligonier Town Hall. Continue by the interesting shops until you reach a fork in the road. Bear left at the Lincoln Highway sign, following the old Lincoln, which runs parallel to Route 30.

Not that visible from the old Lincoln, but about a mile ahead across Route 30 is Ligonier Beach. Opened in 1925, swimmers originally descended an oak staircase from the old Lincoln Highway before present Route 30 was built in the 1930s. Dean Martin was known to perform at dances that were held under the stone pavilion behind the poolhouse.

From the Lincoln Highway, continue straight, traveling behind the Ligonier Valley Cottages to rejoin Route 30. Turn left.

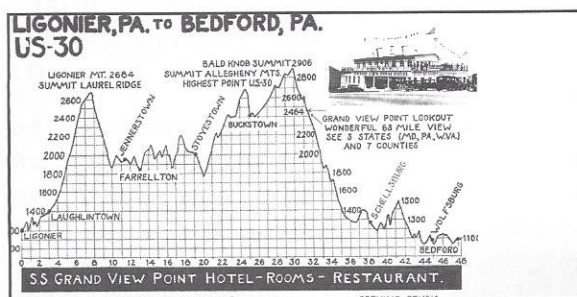
At the Laughlintown intersection is the Compass Inn Museum, an early stagecoach stop. At the west end of town you will begin climbing Laurel Mountain. At the summit, the elevation is 2,684 feet. The Laurel Highlands Trail crosses Route 30 at the ridge. The 70-mile cross-country skiing and hiking trail links Ohiopyle State Park on the Youghiogheny River to Johnstown on the Conemaugh River.

The 571-acre Linn Run State Park offers hiking, fishing, and cabin rentals. A close neighbor is 493-acre Laurel Mountain State Park which offers biking, hiking, summer mountain boarding and concerts. Within the park, the Laurel Mountain Ski Resort, the first major ski resort in Pennsylvania, offers cross-country and downhill skiing, and snowboarding in the winter. Give the resort a call to inquire about concerts and other special events during the other three seasons.

Somerset County

As you come down Laurel Hill, it's easy to gain a lot of speed, so be sure to slow down so you won't miss the left-hand turn onto Sliding Rock Road to follow the old Lincoln Highway. There is a marker at this intersection commemorating the July 1932 crash by Fred Duesenberg while testing one of the company's world-renowned automobiles. Unfortunately, he died several weeks later as a result of his injuries.

Ahead at the Stop sign, continue straight; the road name changes here to Klines Mill Road. There is a Forbes Road marker at this intersection. Continue to the Stop sign to rejoin Route 30.



An old postcard promoting the "Ship Hotel" shows the elevations of the mountains along the Lincoln Highway.

As you enter Jennerstown, there are two early motels. Ahead on the left is a pair of stone pillars, under a cluster of pine trees. They marked the entrance to the former Jenner Pines Camping Park, where early Lincoln Highway travelers could camp overnight or rent cabins. Just beyond it is the 1806 Dennison House, a former stagecoach stop that now sells antiques. It is one of several antique shops along this stretch.

If you turn left at the traffic light onto Route 985 you'll come to the Green Gables Restaurant and Mountain Playhouse, owned by the Stoughton family for more than 70 years. The Mountain Playhouse offers professional summer performances in a converted 1805 gristmill, and the Restaurant, overlooking Stoughton Lake, offers fine dining year round.



Green Gables Restaurant is adjacent to the Mountain Playhouse in Jennerstown.

Return to Route 30 and cross over the highway to the Jennerstown Speedway, where you can enjoy auto racing under the lights in the summer. Originally built with two dirt tracks in the mid 1920s, now only the 1/2 mile track is used. Jennerstown Speedway is part of the NASCAR Winston Racing Series.

For another interesting side trip, return to Route 985, turn right and head 7 miles south to visit the Somerset Historical Center. The museum examines southwestern Pennsylvania's rural life from 1750-1950.

After returning to the Lincoln Highway (Route 30), turn right. As you turn, you will pass the former White Star Hotel on your left.

About 8 miles ahead you'll need to turn left to follow the old Lincoln Highway into Stoystown. Once in town, note the yellow brick Hite House (circa 1853), once a busy hotel on the Lincoln Highway. During its heyday, it offered 46 rooms and a ballroom to travelers. Today it has a National Register designation and was recently remodeled into 28 apartments for senior citizens. The LHHC is working on a National Register Historic District nomination for Stoystown.

A Lincoln Highway marker is located about 2 1/2 blocks from the Hite House on the right side of the road. The marker has a blue left turn arrow, indicating a left turn onto Walnut Street, which takes you into the village of Kantner. Continue until the Stop sign by the Kantner United Methodist Church. The old Lincoln Highway used to cross Stony Creek just ahead, but the bridge is long gone. Instead, turn right onto State Route 403 South, and then left at the Stop sign to rejoin 30.

Back on Route 30, you will approach the Stoystown Auto Wreckers on your right. Before you are completely past the auto graveyard, make a right turn onto the old Lincoln Highway. Continue to Stop sign. At this point, although the old alignment of the Lincoln Highway continues straight, it is no longer possible to follow this route due to an extensive strip-mining operation. Instead, turn left and then right to rejoin Route 30.

Shortly, you will crest a hill and, as you descend, the road straightens out considerably. This section was known as the *Seven Mile Stretch* because you could see a

ribbon of concrete extending perfectly straight for seven miles from summit to summit. Check your odometer and see what this stretch measures today!

The next Lincoln Highway cement marker will be on your right, beyond the Holsopple sign, across from Ridge Road. It is difficult to spot because it is buried up to its neck beneath a wooden sign. Buckstown is home to the 1904 Duppstadt's Country Store on the right.



This day, homemade root beer was offered at Duppstadt's Country Store.

The next intersection marks the village of Reel's Corners. Soon you will climb up Bald Knob Summit, elevation 2,906 feet.

Bedford County

There are a number of twists and turns as you descend from the summit. As you round one of the curves you'll be greeted by a ship! It is the former S. S. Grand View Point Hotel, built in 1932. Known as the Ship Hotel because of its shape, it was built by "Captain" Herbert Paulson on the site of his already existing Grand View Point Inn. Grand View Point (elevation 2,464 feet) has long been a favorite travelers' stop because of its spectacular view of 3 states and 7 counties.

The Ship Hotel once featured a restaurant, lounge, gift shop and overnight accommodations. It became a famous landmark instantly, and had equally famous guests, including Clara Bow, George Burns, Joan Crawford, Henry Ford, Greta Garbo and J. P. Morgan. Although a popular destination during the 1930s, business began to decline after the Pennsylvania Turnpike opened in 1940. In the 1970s a new owner covered the Ship's facade with wood clapboard. The Ship Hotel has been closed for more than 15 years and is deteriorating quickly.



The Ship Hotel was once a popular stop along the Lincoln Highway.

The Old Shot Factory sits at the hair-pin turn below the Ship. It is said that during the Revolutionary War, cannon shot was manufactured by dropping lead from the second story on the downhill side. Shortly, you'll come to a truck stop pullover. A spectacular view of Bedford County can be seen at this spot.

About 5 miles ahead is the Bison Corral Farm & Gift Shop, where you can see bison roaming in the pastures on the left side of the road. The gift shop offers tasty bison products and many other unusual items.

Heading east, and on your right, look carefully to see the dark blue tourist cabins hiding behind the overgrown bushes just past the Bison Farm. Once part of the

Shawnee Cabins Tourist Camp, they now house seasonal farm workers.



Shawnee Cabins

Just ahead on your left is the Lincoln Highway Farm, with its name painted on two red barns. This farmstead has been owned by the same family for more than 150 years.

About a half mile ahead, turn right onto Cemetery Road to follow the old Lincoln Highway. This route passes the Old Log Church, built in 1806, and its cemetery. This well preserved log church still has its original straight-back wooden pews and wineglass pulpit.

Before turning right to rejoin Route 30, glance to your left to see a giant statue of Little Boy Blue blowing his horn. Since the 1950s, he has guarded the entrance to Storyland, a former children's amusement park that has been closed since the mid-1980s.

Just ahead is the Borough of Schellsburg, established in 1810. The road name changes to Pitt Street through town. Many of the larger homes on Pitt Street have been converted to antique shops. The LHHC is working on a National Register Historic District nomination for Schellsburg.

Shawnee State Park will be on your right. It is named for the Shawnee Indians who once camped in the vicinity during their seasonal migrations. It boasts a campground, and lake for swimming, fishing and boating.



Shawnee State Park

Just ahead, bear left onto Sleepy Hollow Road. You will pass a former tavern house made of log and stone (circa 1775) on the left that is now owned by the Shawnee Sleepy Hollow Campground. At Stop sign, turn left. At the crest of the hill, on right, is the Lincoln Motor Court, featuring twelve cabins that were refurbished to their original 1945 look.

At the intersection of Routes 30/31 is the historic Jean Bonnet Tavern. The tavern was built in 1762 at the fork where Forbes' 1758 road diverged from Burd's 1755 road. Dining and lodging services are still offered today. About 100 yards beyond the Tavern is a concrete Lincoln Highway marker on your left.

About 1.3 miles ahead, bear right onto Wolfsburg Road. Turn right at the traffic light to rejoin Route 30.

As you approach Bedford, bear to your right and follow the Bedford Business District route. As you approach town, and directly across from the Bedford County Fairgrounds is the 1925 Coffee Pot, once a favorite dining place of travelers on the highway. Although it has been closed for years, the building is a good example of early automobile-era architecture designed to attract customers with the novelty of the setting.

In her 1920 book, *It Might Have Been Worse*, Massey speaks of her trip through Bedford:

This part of Pennsylvania was more beautiful than what we had been through, and every mile of the day's run was a pleasure.

Continuing into Bedford on Pitt Street, you can fill your gas tank at the art deco-style Dunkle's Gulf Service Station on your right. Opened in 1933, the station's colorful terra cotta tiles depict stylized geometric foliage and chevrons.

At the intersection of Pitt and Juliana Streets, turn left to see Fort Bedford Museum, a re-creation of the original 1758 fort.



Fort Bedford

There is much to see in downtown Bedford's 22-block National Historic District. It is best to park your car and explore. Its courthouse is the oldest in Pennsylvania, completed in 1829. There are at least 300 pre-1840 buildings still in use in the county.

The 1766 Espy House, on your left on Pitt Street, is designated as a National Historic Landmark. It served as President Washington's headquarters during the Whiskey Rebellion. It is currently a bake shop.

At the corner of Pitt and Richard Streets is the former King's Garage. In Lincoln Highway times, it advertised it could hold

250 cars and was within one block of all hotels. The 1768 Graystone Hotel, now an antique shop, sits at the other corner.

If you have time, turn right on South Richard Street (Business 220) and travel one block from the Lincoln Highway to the former Fort Bedford Inn, on the corner of East Penn Street and South Richard Street. Constructed in 1916, the Inn has been converted to apartments for senior citizens. The old Inn looks remarkably the same as when it was advertised as the *Pride of the Lincoln Highway*.



Fort Bedford Inn

A few miles further south on Richard Street is the Bedford Elks Country Club. Further on is the grand Bedford Springs Hotel, one of America's first spas. Long before it opened in 1806, Native American tribes consecrated the area around the mineral springs as neutral ground so that all tribes could use its curative powers. The frequent gathering of Indians caught the attention of early settlers and resulted in their discovery of the springs.

Distinguished guests over the past 200 years included six U.S. Presidents - Harrison, Polk, Taylor, Buchanan, Garfield, and Eisenhower. During 1857-61, it served as Buchanan's summer White House. Although the long-closed resort is deteriorated, proposals are being reviewed to rehabilitate it.

Retrace the route back to Pitt Street and turn right to head out of Bedford. At the Stop sign, turn left. You'll soon drive across the curved 1934 Narrows Bridge over the Raystown Branch of the Juniata River. A road widening project will commence at this point and continue almost to Everett.

The next mile or so is fairly developed with roadside stands and businesses. After the traffic light at McDonald's, you'll be turning left onto Hospital Drive. Proceed through the Stop sign, passing behind the local hospital. As this road meets up with Route 30, turn left to head to Everett. There is an earlier Lincoln Highway alignment to your left at Mt. Dallas.

Exit Route 30 to Route 26 South to travel the old Lincoln through Everett. On your left, and across from Ridgeview Sales and Service is another concrete Lincoln Highway marker.

The downtown commercial area includes a fine shopping district, reminiscent of main streets all across the country. Almost unrecognizable today for its unique art-deco look is the Everett Theatre. On the way out of town you will pass the Igloo ice cream parlor on the right, painted to resemble a scoop of ice cream with a gener-



Downtown Everett

ous topping of chocolate syrup. At the traffic light, turn right to rejoin Route 30.

About 1 mile ahead, turn right onto Zion Road to follow the old Lincoln Highway. You will pass a former motor lodge, log house and a 1760 tavern. Turn right to rejoin Route 30.

On the left is Traveler's Rest Motel and Restaurant. A short piece of the original Lincoln Highway runs between the steeply pitched yellow-roofed restaurant and the motel. Ahead on your right is the former Juniata Crossings Lodge. Built as a stage-coach stop in the early 19th century, it boasted an unusual double-lane covered bridge.

Ahead is the *Town of Motels* - Breezewood. It was just a small town until the Pennsylvania Turnpike opened in 1940 with an interchange here. Due to its proximity to the Turnpike and I-70, Breezewood has also become the town of fast food joints and gas stations. The one-mile commercial strip is extremely congested, so drive cautiously. Stay in the lane marked Route 30 East to follow the Lincoln Highway.

Ahead on the left is the Gateway Travel Plaza, built in 1994 to replace the original one opened by Merle and Marian Snyder in 1940. The couple often traded a meal or gasoline for a soldier's shoulder patch. This collection of patches is still on display at the facility.

As you leave Breezewood, you begin climbing Ray's Hill, elevation 1,958 feet, which is on the dividing line between Bedford and Fulton counties. Bill's Place, which sold food, gas and souvenirs, and which until 1954 had its own post office (billed as the world's smallest), was located here. It was demolished in 1968 when the Pennsyl-

vania Turnpike was rerouted around the Sideling Hill Tunnel.



Bill's Place

Fulton County

The Old Mountain House Hotel, also known as MacIlvaine's, sits on the north side of the road. A remnant of Forbes Road runs behind this long-abandoned stage-coach stop and tavern.

Heading up Sideling Hill, and on your left, is a cluster of red tourist cabins. Shorty's Place, once a popular cabin camp with a playground, now advertises more "adult" entertainment.

As it climbs the mountain, the Lincoln Highway passes through Buchanan State Forest. Named for President James Buchanan, who was born nearby, it offers facilities for hiking, cross-country skiing, fishing, and more. A picnic area is on the right at the summit.

Sideling Hill is steep and winding and has always been a challenge to motorists, as evidenced by the runaway truck ramps on the right side of the road. When driving through the mountains, advice from 1920's *The Lincoln Highway in Pennsylvania* by Robert Bruce is still relevant to today's drivers:

One only needs to be sure that the car is in good condition, especially the brakes, strictly observe the rules of the road, and keep a sharp lookout for vehicles coming from the opposite direction, particularly under full speed, perhaps carelessly driven.

Saluvia is the next community to the east. The first concrete road in western Pennsylvania was located here. The Green Hill House is just east of Saluvia on the left. This former tavern, in need of much repair, was erected in the early 19th century. It also served as a tollhouse for this part of the Chambersburg-Bedford Turnpike. Across the road is the Asbury Methodist Church, in continuous use since it was built in 1841.

At the bottom of the next mountain is the small village of Harrisonville. Originally called Licking Creek Village, it was renamed in honor of President William Henry Harrison. Just before the intersection of Route 655, a 1928 Lincoln Highway marker survives on the lawn of a private home on the left.

As you ascend Scrub Ridge Mountain you can't miss Pepple's Barnyard Golf, Auction Barn, and Kobweb Korner on the left. You'll travel down the mountain and then back up before you spot the Scrub Ridge Inn on your left, once known as Long View Lodge. Early Lincoln Highway-era entrepreneurs chose summit locations for their restaurants and lodging establishments, knowing that motorists would need to pull over to cool down overheated engines. You'll be turning left at the highway median to travel the old Lincoln into McConnellsburg.

Settled in the 1760's, McConnellsburg was a popular stopping point for travelers; it had many hotels and restaurants. McConnellsburg has recently made a successful effort to restore its downtown. Many early buildings have found new life: Fulton

Antiques and Leon's Deli are located in buildings that were once garages. The Fulton House is an 18th century inn that now houses the Fulton County Historical Society. Next to the Fulton House is a 1928 marker that was moved there from the Tuscarora Summit. At the intersection of Route 16, continue straight.

Shortly before rejoining Route 30 near the top of the mountain you can see the remnants of the original Lincoln Highway to the right. Now closed to traffic, this original route is overgrown. At the intersection with Route 30, turn right. At the summit of Tuscarora Mountain, you enter Franklin County.

Franklin County

Atop Tuscarora Mountain, elevation 2123 feet, is the Mountain House Bar and Grill. Throughout the history of the Lincoln Highway, there has been an establishment at this location. The Mountain House Bar and Grill was originally Doc Seylar's Place. At Doc Seylar's, people could eat, drink, and enjoy the view as their cars, hot from climbing the mountain, cooled down. Other stops for early motorists in this area included the Cove Mountain Tea Room, Smith Brothers' Tuscarora Inn, and the Hotel Summit.

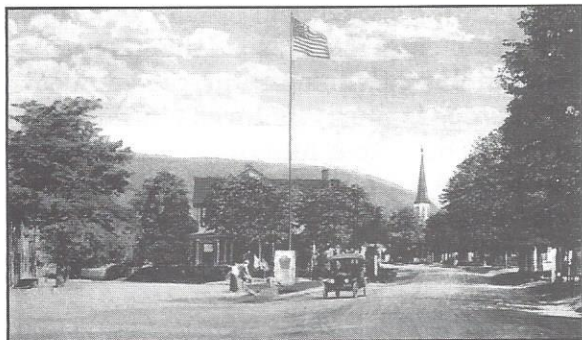


Seylar's was a popular stop atop the Tuscarora Summit.

Near the base of the mountain, the Lincoln Highway once again leaves Route 30. To continue on the highway, turn left onto Fort Loudon's Main Street (it comes up quickly, so be alert). Ahead on the left is the Historic Fort Loudon Inn. It was known as the Vance Inn in the early days of Lincoln Highway travel. At the intersection of Route 75, the Lincoln Highway continues straight.

Founded in 1804, the community of Fort Loudon was once a busy stagecoach stop and was noted for manufacturing whips. The Kittatinny Path, a well-known Indian path, also passed through this area. Just past the center of town, a 1928 Lincoln Highway marker sits in the front lawn of a private home on the left side of the road. An old 19th century iron-truss bridge must be crossed to leave town. Turn left at the Stop sign to rejoin Route 30.

Just ahead on the right is the sign to turn to see the reconstructed Fort Loudoun; the original British fort was built in 1756. A number of roadside stands are along this stretch.



Fort Loudon Monument along the Lincoln Highway

To make a side trip to Mercersburg, turn right from Route 30 to Route 416 and continue for seven miles. To get to downtown Mercersburg, continue on Route 416 south. The historic Borough of Mercersburg, steeped in history, is the birthplace of

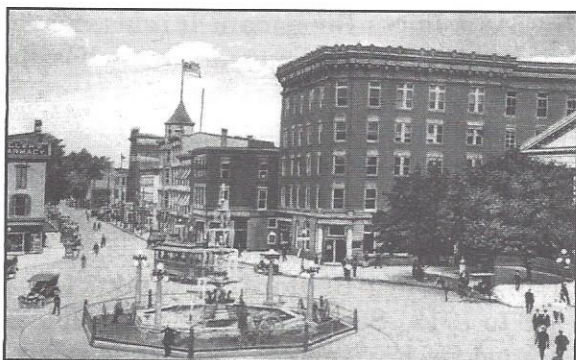
President James Buchanan. It is also home to Mercersburg Academy, a private boarding school. Whitetail Ski Resort is located outside of town.

After returning to Route 30, Tollhouse #2 (a modest stone structure) is on the left. This 2-story building collected tolls for the Chambersburg-Bedford Turnpike from 1818 to 1913. Soon you are in St. Thomas, founded in 1737 as Campbellstown. St. Thomas is home to major league baseball star Nellie Fox. Fox was the American League MVP in 1959 and was inducted into the Baseball Hall of Fame in 1997. East of town, the Oak Forest Restaurant is on the left. Behind the restaurant is a line of tourist cabins still in operation.

You'll notice fewer orchards and farms, and more commercial growth through this area. Heading into Chambersburg, the road becomes one-way. Follow the signs for Route 30 and bear right onto Loudon Street. The actual Lincoln Highway is the one-way road running west through downtown Chambersburg, but the road you are on runs parallel to it.

Benjamin Chambers settled Chambersburg around 1730. At that time, this area was America's western frontier. Fort Chambers was erected in 1756 to protect settlers from Indian raids. It was considered the safest fort in the region because of its stone construction. The town was occupied by Confederate forces three times during the Civil War. It was the Confederate staging area prior to the Battle of Gettysburg in 1863. In 1864, Confederate troops burned the town when it refused to pay a ransom demand of \$100,000 in gold. Over 500 structures were left in ruins.

Chambersburg's town center is known as Memorial Square, which is actually one block to your left. The most noticeable fea-



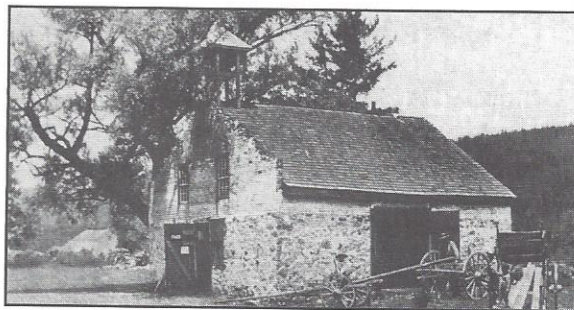
Chambersburg Memorial Square

tures in the square are Memorial Fountain (1878) and the bronze statue of a Civil War soldier. A block or so north of the highway is the house abolitionist John Brown stayed in prior to his ill-fated attack on Harpers Ferry, WV in 1859. Not far from the house is the restored 1818 jail. One of the few buildings to survive the burning of Chambersburg in 1864, it was used as a jail for 152 years. Today it is home to the Kittochtinny Historical Society. Tours of the Old Jail, including a look at the dungeons and Underground Railroad stops, are available during scheduled hours. Two markers survive in Chambersburg; they are located at the intersections of Route 30 West with Third Street and Franklin Street.

Just east of Chambersburg, I-81 intersects with the Lincoln Highway. About 1/2 mile from here you'll be bearing left at Lincoln Lanes Bowling to travel on Fayetteville's Main Street. However, a number of antique shops are located on the Route 30 portion of Fayetteville.

The road now takes you through the quaint village of Fayetteville. Named in 1826 for General Lafayette, Fayetteville served as an encampment for General A.P. Hill's 3rd Corps, Army of Virginia, on their way to Gettysburg in 1863. Since most commercial development in this area is on Route 30, many 19th century homes still

remain along the Lincoln Highway. After following Main Street straight through Fayetteville, turn left to rejoin Route 30.



Old postcard of Thaddeus Stevens' Blacksmith Shop in Caledonia.

Soon you will enter Michaux State Forest and Caledonia State Park. The 1,130-acre state park is named for the iron furnace that Thaddeus Stevens ran in the mid-1800s. Because he was a well-known abolitionist, Confederate troops burned Stevens' iron works on their way to Gettysburg. Stevens' blacksmith shop sits along the left side of the road and can be visited in season. There are many activities available at Caledonia State Park. Visitors may hike, boat, fish, swim, picnic, or camp. The Appalachian Trail, which stretches from Georgia to Maine, crosses through the park. An 18-hole public golf course and the Totem Pole Playhouse (a professional summer theatre) are also on the grounds.

Adams County

As you cross into Adams County, you will leave Michaux State Forest. At one time, the Graeffenburg Inn sat right on the county line. In the Inn's early history, the county issued liquor permits. When the authorities from one county showed up, the proprietor simply moved his liquor to the opposite side of the bar - which just hap-

pened to be in the other county! The Inn was destroyed by fire in the 1980s.



The Graeffenburg Inn

The Lincoln Highway in westernmost Adams County passes by antique shops, bed & breakfasts, and restaurants, but is largely undeveloped. Not far past the Franklin County line, Colonel Creek Campground (with its tourist cabins) is on your right.

Shortly after the Piney Mountain Home Estates, on the left, the old Lincoln Highway leaves Route 30. It bears left in front of the Mr. Ed's billboard. Situated between the old and new roads is Mr. Ed's Elephant Museum and Candy Store. You meet up with Route 30 again just past Mr. Ed's. To the right of the intersection sits a fine example of barn advertising. To the left is the Tick-Tock Station, an early gas station still in business.

At the stop sign, you will actually cross Route 30 and continue straight on the old Lincoln Highway. Look carefully to see the 1928 cement marker on the grassy hill between the two routes.

The drive through this area is particularly pretty. Adams County is noted for its fruit production, particularly apples. In this stretch, the highway winds uphill past orchards and farms.

Soon you enter the village of Cashtown. It was named such, so it is said, because the innkeeper demanded to be paid in cash. Most likely, the innkeeper worked at the Cashtown Inn, the most prominent building in Cashtown. Built in 1797, the Inn served as Confederate General A.P. Hill's

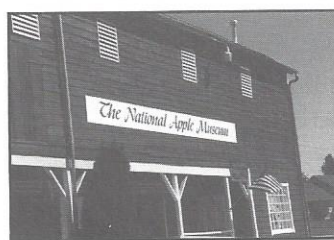
headquarters on his way to Gettysburg in 1863. The Cashtown Inn has been restored to its early appearance and has rooms, a tavern, and a restaurant to service travelers. According to some, it also has some "spirited" inhabitants.



The historic Round Barn

For an interesting side trip, turn left at the Cashtown Inn and continue until you reach Route 30. Cross over and continue for about half a mile. The historic Round Barn, which features one of the largest selections of apple varieties in the area, is on your right. The 1914 barn is constructed of hemlock, chestnut, oak and pine, and has an 87-foot diameter.

To get to the National Apple Museum from the Round Barn's parking lot, turn



right and continue to Route 394 East; this will be about 5.7 miles. Biglerville area is in the heart of Adams County's apple industry. The Museum is in an 1857 restored bank barn.

Leaving the Museum's parking lot, take another right. At Stop sign, make a left

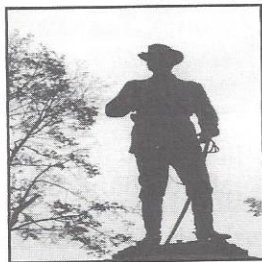
into downtown Biglerville to experience the Historic Country Store. With an inventory of 50,000 items on three floors, which runs the gamut from penny candy to wedding gowns, the store has been profiled by the *New York Times*, the *Saturday Evening Post*, and *60 Minutes*.

To return to the Lincoln Highway, retrace your route, passing the apple museum once again, and crossing over Route 30 at the flashing red light.

At the Stop sign, turn left to continue through McKnightstown. This pristine stretch of the Lincoln Highway leads through town, where beautiful sycamore trees line the roadway. Established in 1845, the village was originally called New Salem. East of town, the Lincoln runs into Route 30.

A few miles ahead on the right at the traffic light is the Herr Tavern. The building was originally built in 1815. It has had a colorful history - serving as a hospital after the Battle of Gettysburg in 1863. Some even claim it ran a brothel on its top floor; all before being restored to its original use. Perhaps as a result of this history, stories abound of unexplained phenomena in the tavern.

Soon you will begin to see Civil War monuments. Just west of town, the Lutheran Theological Seminary sits to the south on Seminary Ridge. On the left are Lee's Headquarters Museum and Larson's Quality Inn. Larson's Quality Inn started out as two separate tourist cabin camps - Larson's and Lee's. The camps were replaced by a motel around 1960. It is one of the first Quality Inn motels in the country.



At the traffic light, the Lincoln Highway turns left into downtown Gettysburg. Gettysburg was a small town that was forever changed in July 1863. Known as the high water mark of the Civil War, the Battle of Gettysburg raged July 1-3, 1863. Since then, the town has had throngs of visitors paying homage to the men who fought there.

Heading towards the center of town, the large white marble building on Washington Street was formerly Eberhart's Garage. Eventually renamed Epley's Garage, it was intended to be a theatre when it was built in 1916. Epley's was open all night to better serve travelers' needs. Near the square is the Blue Parrot Bistro, an early tea room for travelers and still a popular restaurant. At the center of town is Lincoln Square. This is a hub of activity, especially during tourist season; be sure to use extreme caution when navigating the square. Located on the north side of the square, the Gettysburg Hotel is in a renovated building which was originally built in 1797. During his term in office, President Eisenhower frequently worked out of the hotel.



Gettysburg Hotel

Across from the hotel is the Wills House. It was here that President Lincoln finished writing his Gettysburg Address. The Gettysburg National Military Park and Na-

tional Cemetery can be reached by taking Route 15 south from the square.

To continue on the Lincoln Highway go half way around the square and turn right. Once past the square, the Brafferton Inn B&B (on your left) is located at 44 York Street. Built in 1787, it is the oldest building in the town.

Shortly after the Inn, the Lincoln Highway bears to the left on York Avenue. There has been quite a bit of commercial development in this area in recent years. Shops, restaurants, hotels, and amusements line the road from Gettysburg. Eventually, you will cross over Route 15.



Old Postcard of Herrick's Sunken Gardens

During the heyday of Lincoln Highway travel, the 10 miles between Gettysburg and New Oxford were dotted with tourist cabins and motor courts. Today, little evidence of them remains. One exception is Sunken Gardens, located on the left, across from the Lincoln Logs Restaurant. Though long abandoned and falling into disrepair, it was quite a sight in its day, with each cabin painted a different color. Guests could enjoy the pool, shuffleboard, horseshoes, and organ concerts. Today, both are closed. Hubcap City is on the right - home of 100,000 hubcaps!

Watch for the cement marker beneath the McDonald's billboard at the intersection of Fleshman Mill Road and York Street.

Along the Highway...

Attractions

Shopping

Restaurants

Outdoor Activities

Lodging

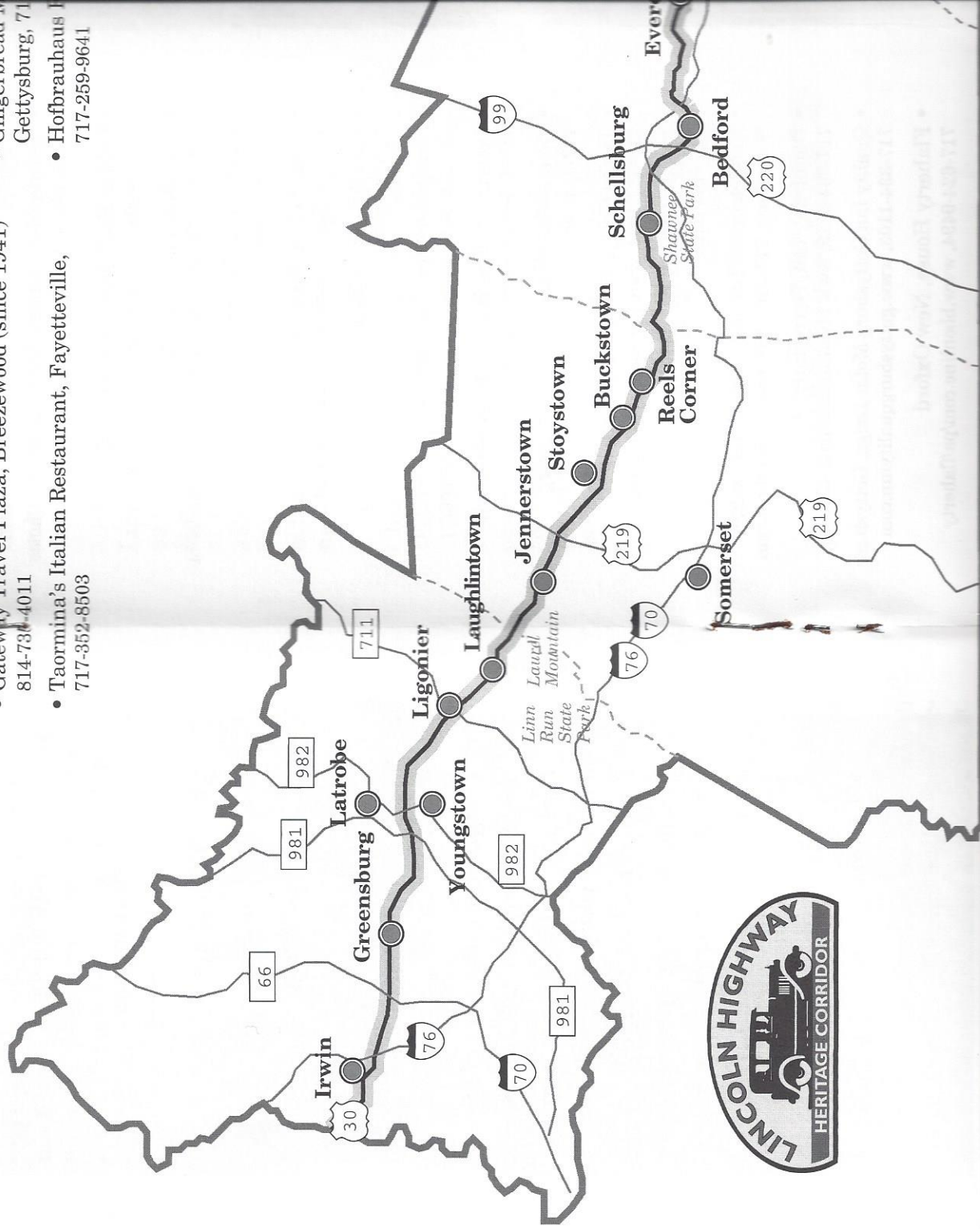
This guide to attractions along the Lincoln Highway Heritage Corridor will help you plan and enjoy your journey. While it covers many of the things to see and do, it is by no means a complete listing of all the attractions along the LHHC. After all, exploring and finding your favorite stops is part of the fun.

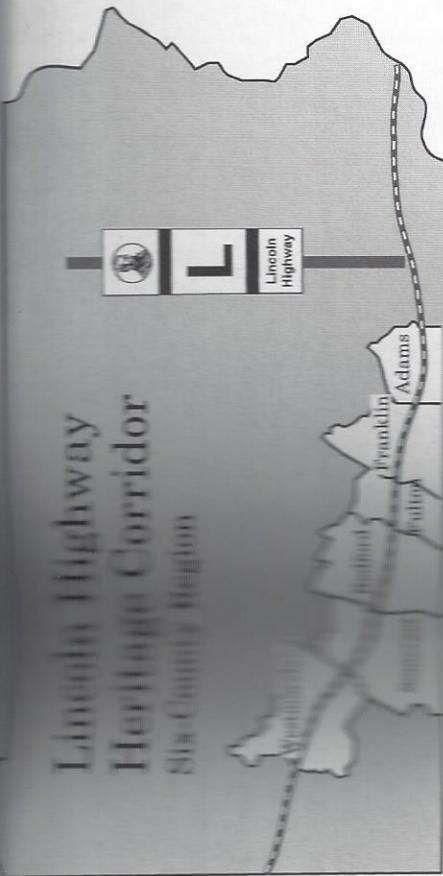
Restaurants

- Mountain View Inn, Greensburg
724-834-5300, www.mountainviewinn.com
- The Hollow Tavern, Latrobe
724-520-1210
- Green Gables, Jennerstown
814-629-9220, www.mountainplayhouse.com

- Turrillo's Steakhouse, Jennerstown
814-629-9403
- Jean Bonnet Tavern, Bedford
814-623-2250, www.bedfordcounty.net/bandb/jbt
- The Athena Restaurant, Bedford
814-623-8074
- Golden Eagle Inn, Country Inn/B&B, Bedford
814-623-0800, <http://bedford.net/oralee>
- Gateway Travel Plaza, Breezewood (since 1941)
814-731-4011
- Taormina's Italian Restaurant, Fayetteville,
717-352-8503

- Bobby A's Grill
717-352-2252
- Mac's Tavern
717-352-3998
- Historic Cash
800-367-1797, w
- Lincoln Diner,
717-334-3900
- Gingerbread M
Gettysburg, 71
- Hofbrauhaus
717-259-9641





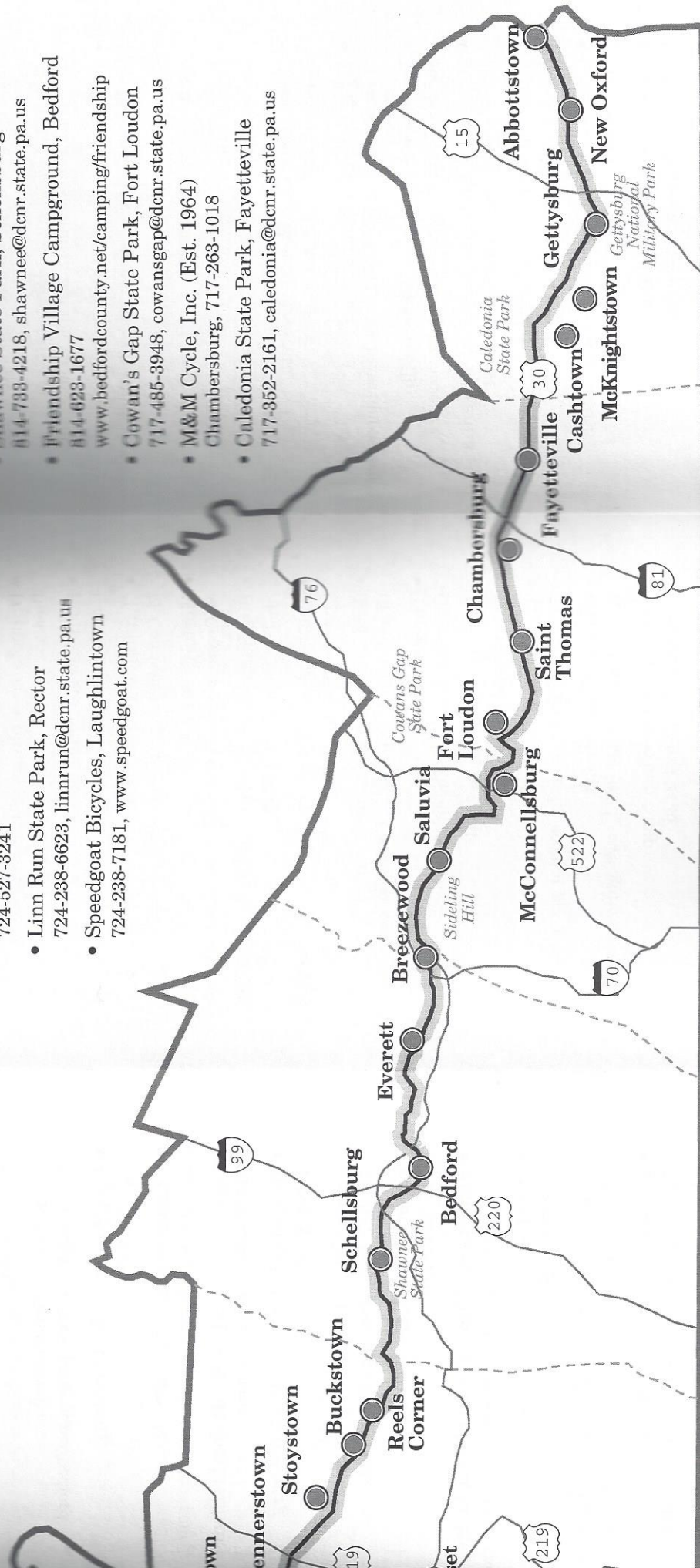
- Mac's Tavern & Restaurant, Fayetteville
717-352-2262
- Historic Cashtown Inn 1797, Cashtown
800-367-1797, www.cashtowninn.com
- Lincoln Diner, Gettysburg
717-334-3900
- Gingerbread Man of Gettysburg, Gettysburg, 717-334-1100
- Hofbrauhaus Restaurant, Abbottstown
717-259-9641

- Mac's Tavern, Bedford
www.bedfordcounty.net/bandb/jbt
- Country Inn/B&B, Bedford
<http://bedford.net/oralee>
- Plaza, Breezewood (since 1941)
- Italian Restaurant, Fayetteville,

Outdoor Activities & Supplies

- Amerigas: Propane & Grills, Jeannette
724-527-3241
- Linn Run State Park, Rector
724-238-6623, linnrun@dcnr.state.pa.us
- Speedgoat Bicycles, Laughlintown
724-238-7181, www.speedgoat.com

- Duppstadt's Country Store, Est. 1904
Buckstown, 814-754-4400
- Shawnee State Park, Schellsburg
814-733-4218, shawnee@dcnr.state.pa.us
- Friendship Village Campground, Bedford
814-623-1677
www.bedfordcounty.net/camping/friendship
- Cowan's Gap State Park, Fort Loudon
717-485-3948, cowansgap@dcnr.state.pa.us
- M&M Cycle, Inc. (Est. 1964)
Chambersburg, 717-263-1018
- Caledonia State Park, Fayetteville
717-352-2161, caledonia@dcnr.state.pa.us



- Westmoreland Museum of American Art
Greensburg, 724-837-1500 www.wmusemaa.org
- Seton Hill College, Theatre and Art
Greensburg, 724-838-4232, www.setonhill.edu
- Saint Vincent College Theatre and Art
Latrobe, 724-537-4560, www.stvincent.edu
- Hi-Way Drive-In and Sunday Flea Market
Latrobe, 724-537-7418
- Compass Inn Museum, Laughlinton
724-238-4983, www.laurelhighlands.org/compass
- Speedgoat Bicycles
Laughlinton, 724-238-7181, www.speedgoat.com
- Laurel Mountain Ski Resort, Boswell
724-238-9860, www.skilaurelmountain.com
- Mountain Playhouse, Jennerstown
814-629-9201, www.mountainplayhouse.com
- The Bison Corral Gift Shop
2 miles west of Schellsburg, 814-733-4908
- Somerset Historical Society
Somerset, 814-445-6077
- Fort Bedford Museum
Bedford, 814-623-1771
- Down River Golf Course, Everett
814-652-5193, public golf course
- J. M. Boswell's Handmade Pipes
Chambersburg, 717-264-1711, www.boswellpipes.com
- Totem Pole Playhouse, Fayetteville
888-805-7056, www.totempoleplayhouse.org
- Mister Ed's Elephant Museum, Orrtanna
717-352-3792, mistereds@innernet.net
- Gallon Historical Art, Gettysburg
717-334-8666, www.gallon.com
- Gettysburg Scenic Railway, Gettysburg
717-334-6932, www.gettysburgrail.com
- Gettysburg Battlefield Bus Tours
717-334-6296, www.gettysburg.com

- Braddock's Trail Gallery and Gifts
North Versailles, 412-824-8500, dilmoreg@aol.com
- Flea-Tique Antiques & Collectables
Ligonier, 724-238-9198
- Holiday Home Store
Ligonier, 724-238-3721, www.hohostore.com
- The Toy Box
Ligonier, 724-238-6233, www.toyboxligonier.com
- Speedgoat Bicycles
Laughlinton, 724-238-7181, www.speedgoat.com
- Lincoln Highway Emporium
Laughlinton, 724-238-7533
- Karen's Memory Lane
Jennerstown, 814-629-6451, kberkey@floodcity.net
- Duppstadt's Country Store Est. 1904,
Buckatown, 814-754-4400
- Route 30 Antiques
8 miles west of Schellsburg, 814-754-4710
- Grammy's Country Corner
McConnellsburg, 717-485-5966
- Morton's Attic
McConnellsburg, 717-485-3928, mortonattic@pa.net
- Bingham's Fruit Market, Gift Barn, Antiques,
St. Thomas, 717-369-2218
- Another Man's Treasure: Antiques, Collectibles
Chambersburg, 717-261-0091
- J. M. Boswell's Handmade Pipes
Chambersburg, 717-264-1711, www.boswellpipes.com
- The Art Center
Chambersburg, 717-263-5669
- Fayetteville Antique Mall
Fayetteville, 717-352-8486
- The Antique Center of Gettysburg
717-337-3669, www.antiquecenter-getty.com
- Gallon Historical Art
Gettysburg, 717-334-8666, www.gallon.com
- The Remember When Shop
New Oxford, 717-624-2426

Lodging

from west to east

- Mountain View Inn, Greensburg
724-834-5300, www.mountainviewinn.com
- Ramada Inn, Historic Ligonier
724-238-9545, www.ramada.com
- Thee Olde Stagecoach B & B, Jennerstown
814-629-7440, www.oldestagecoachbandb.com
- Lincoln Motor Court Cottages, Manns Choice
(since 1945) 814-733-2891, www.bedfordcounty.net
- Golden Eagle Inn, B&B, Bedford
814-624-0800, <http://bedford.net/oralee>
- Jean Bonnet Tavern, Bedford
814-623-2250, www.bedfordcounty.net/bandb/jbt
- Quality Inn, Bedford
814-623-5188
- Ramada Inn, Breezewood
1-800-535-4025, www.bedford.net/bedford
- Best Western, Chambersburg
717-262-4994
- Chanticleer Inn, Fayetteville
717-352-4472, www.Gettysburgaddress.com
- Country Escape B & B, McKnightstown
717-338-0611, merry@innernet.net
- Homestead Motor Lodge, Gettysburg
717-334-3866
- James Gettys Hotel, Gettysburg
717-337-1334, www.jamesgettyshotel.com
- Colonial Motel, Gettysburg
717-334-3126
- Budget Host/Three Crowns Motor Lodge
Gettysburg, 717-336-3168, www.budgethost.com
- Doubleday Inn, Gettysburg
717-334-9119, www.bbonline.com/pa/doubleday
- Quality Inn Gettysburg Motor Lodge, Gettysburg
717-334-1103, www.gettysburgqualityinn.com
- Flaherty House, New Oxford
717-624-9494, www.bbonline.com/pa/flaherty

Soon you enter New Oxford, passing the restored Railroad Station on the left. Claiming to be both "The Little Town with the Beautiful Circle" and the "Antique Capital of Central PA," it is hard to find fault with either statement.

There are more antique shops than you can shake a stick at. The circle, as promised, is well kept and beautiful. Another cement marker sits within the circle, with only the blue arrow visible. Shops and restaurants surround it.

Past New Oxford, the intersection of Lincoln Highway and Route 94 is known as Cross Keys, named for the Cross Keys Hotel, which stood on the southwest corner of the intersection from 1809 until the 1930s. The Brethren Home and Cross Keys Village now stand on the site. Though the old hotel is gone, many of the nearby businesses sport the name Cross Keys.

Continuing east, the scenic Bridges Golf Club is on the right. Four miles east of New Oxford is Abbottstown, the oldest town (1753) in Adams County. The Lincoln Highway intersects with Route 194 at the town's circle. The Altland House, a fine restaurant and hotel, stands at the southwest corner of the intersection. At the east end of town, a bridge crosses into York County.

Twenty-four miles an hour is the maximum rate of speed on any highway in Pennsylvania, and fifteen miles per hour is the speed generally allowed.

—From The Complete Official Road Guide to the Lincoln Highway, 1916

Adams County

Crossing the bridge from York County to Adams County, you enter Abbotstown. The oldest town in Adams County, it was laid out in 1753. The Lincoln Highway intersects with Route 194 at the town's circle. The Altland House (a fine dining restaurant and hotel) stands at the southwest corner of the intersection. A hotel or inn has been at that spot since the early 19th century.

Heading west, you'll note the scenic Bridges Golf Club on your left.

The intersection of Lincoln Highway and Route 94 is known as Cross Keys. Its name stems from the Cross Keys Hotel, which stood on the southwest corner of the intersection from 1809 until it was replaced in the 1930s. The Brethren Home and Cross Keys Village now stand on the site. Though the old hotel is gone, many of the nearby businesses sport the name Cross Keys.

Twenty-four miles an hour is the maximum rate of speed on any highway in Pennsylvania, and fifteen miles per hour is the speed generally allowed.

From The Complete Official Road Guide to the Lincoln Highway, 1916

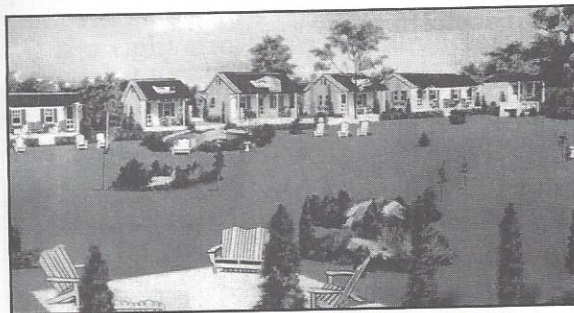
Four miles west of Abbotstown is New Oxford. Claiming to be both "The Little Town with the Beautiful Circle" and the "Antique Capital of Central Pennsylvania," it is hard to find fault with either statement. In this little town, there are more antiques than you can shake a stick at. The circle, as promised, is well kept and beautiful. Inside the circle are memorials to veterans and fallen soldiers from New Oxford. Shops and restaurants surround the outside of the circle.

Within the circle on the western end, but nearly impossible to see when traveling east to west, is one of the 1928 cement markers.

The old Kuhn Tavern sits in the northwest quadrant of the circle in New Oxford. It was established as a stagecoach stop as early as 1763. The building was in continuous use as a tavern or inn until 1885; it is now vacant.

Following the Lincoln Highway west out of New Oxford, the restored New Oxford Railroad Station is to the right. The next 1928 Lincoln Highway marker stands on your left below the McDonald's billboard at the intersection of Fleshman Mill Road and York Street.

During the heyday of Lincoln Highway travel, the 10 miles between New Oxford and Gettysburg were dotted with tourist cabin camps and motor courts. Today, little evidence of them remains. One exception is Sunken Gardens, located on the right, across from the Lincoln Logs Restaurant. Though long abandoned and falling into disrepair, it was quite a sight in its day, with each cabin painted a different color. Guests could enjoy the pool, shuffleboard, horseshoes, and organ concerts. Today, both are closed.



Old Postcard of Herrick's Sunken Gardens

Of all the states that we crossed, Pennsylvania stands out par excellence in good roads, clean attractive towns, beautiful farming country and fruitbelts, and well-built, up-to-date farm buildings. The whole state had an air of thrift and prosperity, and every little home was surrounded by fine trees, flowers, and a well-kept vegetable garden.

From It Might Have Been Worse, 1920
—Beatrice L. Massey

While much of the Lincoln Highway in Pennsylvania is reminiscent of Mrs. Massey's 1920 trip, there are a few areas that are quite developed. The area that leads into Gettysburg is one of them.

Gettysburg was a small town that was forever changed in July 1863. Known as the high water mark of the Civil War, the Battle of Gettysburg raged July 1-3, 1863. Since then, the town has had throngs of visitors paying homage to the men who fought there. The many museums, shops, hotels, and restaurants testify to the popularity of Gettysburg.

Lincoln Highway, called York Road through this section, bears right as it heads into downtown Gettysburg. The Brafferton Inn is located at 44 York Street. Built in 1787, it is the oldest building in the downtown area.



Gettysburg Hotel

East to West: Page 38

At the center of town is Lincoln Square. A hub of activity, especially during tourist season, be sure to use extreme caution when navigating the square. Located on the north side of the square, the Gettysburg Hotel is in a renovated building which was originally built in 1797. During his term in office, President Eisenhower frequently worked out of the hotel.

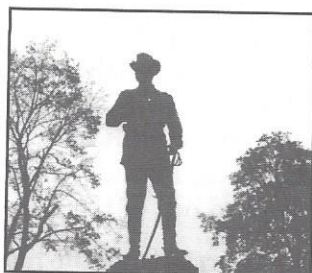
Across from the hotel is the Wills House. It was here that President Lincoln finished writing his Gettysburg Address and spent the night before delivering it in November of 1863. The Gettysburg National Military Park and National Cemetery can be reached by taking Route 15 South from the square.

Just past the square is the Blue Parrot Bistro on your right, an early tea room for travelers which is still around today. The large white marble building on your left, on the corner of Washington and Chambersburg Street, was formerly Eberhart's Garage. Eventually renamed Epley's Garage, it was intended to be a theatre when it was built in 1916. Epley's was open all night to better serve the needs of travelers.

At the fork in the road, Lincoln Highway bears to the right. About a mile from Lincoln Square, the Lutheran Theological Seminary sits to the left on Seminary Ridge. To the right are Lee's Headquarters Museum and Larson's Quality Inn. The story goes that General Robert E. Lee headquartered in the building that now serves as the museum. During the Civil War, the building was home to Mary Thompson. Though the General did dine there, he in all likelihood headquartered in a tent nearby. Larson's Quality Inn started out as two separate tourist cabin camps, Larson's and Lee's. The camps were replaced by a motel around 1960. Larson's is one of the first Quality Inn motels in the country.

East to West: Page 39

Heading west, monuments continue to bear witness to the battle. At the traffic light, Herr Tavern is on the left. The building was originally built in 1815. Herr Tavern has a colorful history - it has been a music school as well as a hotel, it served as a hospital after the Battle of Gettysburg in 1863, and some even claim it ran a brothel on its top floor - all before being restored to its original use. Perhaps as a result of this history, stories abound of unexplained phenomena in the tavern.



Five miles west of Gettysburg, the old Lincoln Highway leaves Route 30. Turn left to stay on the original road and head into McKnightstown. The drive through this area is particularly pretty. Established in 1845, the village of McKnightstown was originally called New Salem. The post office, on the right, was once Johnson's General Store. There were also tourist cabin camps in McKnightstown, but little evidence remains. Note the beautiful canopy of sycamore trees.

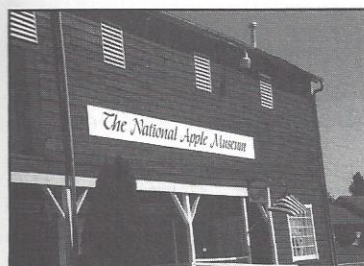
Just west of McKnightstown is the village of Cashtown. It was named such, so it is said, because the innkeeper demanded to be paid in cash. Most likely, the innkeeper worked at the Cashtown Inn, the most prominent building in town. Built in 1797, the Inn served as Confederate General A.P. Hill's headquarters on his way to Gettysburg in 1863. The Cashtown Inn has been restored to its early appearance and has rooms, a tavern, and a restaurant to service travelers. According to some, it also has some "spirited" inhabitants.



The historic Round Barn

For an interesting side trip, turn right in Cashtown onto Route 234 (Cashtown Road). After crossing Route 30, about .5 mile ahead is the historic Round Barn Farm Market, which features one of the largest selections of apple varieties in the area. The 1914 barn is constructed of hemlock, chestnut, oak and pine and has an 87-foot diameter.

To get to the National Apple Museum from the Round Barn's parking lot, turn right and continue to Route 394 East; this will be about 5.7 miles. Biglerville area is in the heart of Adams County's apple industry. The Museum is in an 1857 restored bank barn.



Leaving the Museum's parking lot, take another right. At Stop sign, make a left into downtown Biglerville to experience the Historic Country Store. With an inventory of 50,000 items on three floors, which runs the gamut from penny candy to wedding gowns, the store has been profiled by the *New York Times*, the *Saturday Evening Post*, and *60 Minutes*.

To return to the Lincoln Highway, retrace your route, passing the apple museum once again, and crossing over Route 30 at the flashing red light. At the Stop sign in Cashtown, turn right to return to the old Lincoln. As you leave Cashtown, the road winds uphill past orchards and farms. Adams County is noted for its fruit production, particularly apples.

About 7 miles from where the roads split, the old Lincoln Highway rejoins Route 30. To the left of the intersection is a fine example of barn advertising. On the right is the Tick-Tock Station, an early gas station still in business. At the stop sign, cross Route 30 and continue straight on the old Lincoln Highway. To note the 1928 cement marker, glance back on the grassy hill between the two routes. Situated between the old and new roads is Mr. Ed's Elephant Museum and Candy Store. Open since the mid-1980s, Mr. Ed's offers a wide variety of candy, fresh roasted peanuts, and gift merchandise as well as a museum chock-full of elephant items. You meet up with Route 30 again just past Mr. Ed's. To continue west on the Lincoln Highway, turn right.

The Lincoln Highway in the westernmost part of Adams County passes by antique shops, bed & breakfasts, and restaurants, but is largely undeveloped, commercially speaking. As with other places in the county, tourist cabins and cottages were once here.



Graeffenburg Inn sat on the Adams/Franklin county line.

Colonel's Creek Campground, to your left, is on the former location of Miller's Cabins. Not far is the Franklin County line.

Franklin County

As you cross into Franklin County from Adams County, you will find yourself driving through Michaux State Forest. At one time, the Graeffenburg Inn sat right on the county line. In the Inn's early history, the county issued liquor permits. When the authorities from one county showed up, the proprietor simply moved his liquor to the opposite side of the bar - which just happened to be in the other county! The Graeffenburg Inn was lost to fire in the 1980s.

Caledonia State Park, 1,130 acres, is named for the iron furnace Thaddeus Stevens ran in the mid-1800s. Stevens was a lawyer and statesman. Because he was a well-known abolitionist, Confederate troops burned Stevens' iron works on their way to



Old postcard of Thaddeus Stevens' Blacksmith Shop in Caledonia.

Gettysburg. Stevens' blacksmith shop sits along the right side of the road and can be visited in season. There are many activities available at Caledonia State Park. Visitors may hike, boat, fish, swim, picnic, or camp. The Appalachian Trail, which stretches from Georgia to Maine, crosses through the park. An 18-hole public golf course and the Totem Pole Playhouse (a professional summer theatre) are also on the grounds.

About .5 mile from the light at Route 997, the old Lincoln Highway diverges from Route 30. To stay on the old road, bear right

onto Main Street through the quaint village of Fayetteville. Named in 1826 for General Lafayette, Fayetteville served as an encampment for General A.P. Hill's 3rd Corps, Army of Virginia, on their way to Gettysburg in 1863. Since most commercial development in this area is on Route 30, many 19th century homes still remain along Lincoln Highway. A number of antique shops are located, not on the historic Lincoln Highway in Fayetteville, but back on Route 30.

After following Main Street straight through Fayetteville, turn right near Lincoln Lanes Bowling to rejoin Route 30. The 5-mile stretch between Fayetteville and Chambersburg has developed considerably over the years and now has several businesses and housing developments along the highway.

Another 1928 marker will be on your left on a private lawn. Just after you pass the Dairy Queen on your right, you'll see the blue Good Year Dice's Tire sign. Directly across the street from this sign is the cement marker.

At the I-81 intersection, and in front of the Four Points Hotel, you'll note one of the new, colorful Lincoln Highway signs that the Lincoln Highway Heritage Corridor recently installed.

Once you pass under the interstate, you are in Chambersburg, settled by Benjamin Chambers in 1732. At that time, this area was America's western frontier. Fort Chambers was erected in 1756 to protect settlers from Indian raids. It was considered the safest fort in the region because of its stone construction and lead-lined roof that was resistant to flaming arrows.

The town was occupied by Confederate forces three times during the Civil War. It was the Confederate staging area prior to the Battle of Gettysburg in 1863. In 1864,

Confederate troops burned the town when it refused to pay a ransom demand of \$100,000 in gold. Over 500 structures were left in ruins.

Through downtown Chambersburg, Lincoln Highway is a one-way street. An original Lincoln Highway Marker still stands on your right at the intersection of Third Street. A block or so north of the highway is the house abolitionist John Brown stayed in prior to his ill-fated attack on Harpers Ferry, WV, in 1859. Not far from the house is the restored 1818 jail. One of the few buildings to survive the burning of Chambersburg in 1864, it was used as a jail for 152 years. Today it is home to the Kittochtinny Historical Society. Tours of the old jail, including a look at the dungeons and Underground Railroad stops, are available during scheduled hours.



Chambersburg Memorial Square

Chambersburg's town center is known as Memorial Square. The most noticeable features in the square are Memorial Fountain (1878) and the bronze statue of a Civil War soldier.

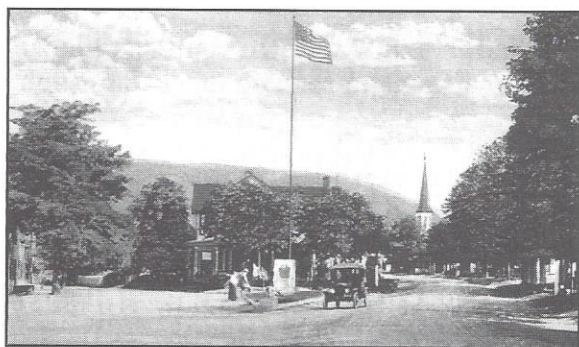
Shortly after Memorial Square you will cross over the Concocheague Creek. Continuing west, an old Lincoln Highway marker can be seen on the right at the intersection of Franklin Street.

The road becomes two-way as you leave town. This area has seen much commercial growth in recent years. Past the intersection of Route 995, you enter orchards and farmland. Plan to stop at one of the roadside stands.

Soon you are in St. Thomas, founded in 1737 as Campbellstown. St. Thomas was home to major league baseball star Nellie Fox. Fox was the American League MVP in 1959 and was inducted into the Baseball Hall of Fame in 1997. West of St. Thomas, Tollhouse #2 is on the right. This 2-story stone building collected tolls for the Chambersburg-Bedford Turnpike from 1818 to 1913.

To make a side trip to Mercersburg, turn left from Route 30 at Route 416 and continue for seven miles. To get to downtown Mercersburg, continue on Route 416 south. The historic Borough of Mercersburg, steeped in history, is the birthplace of President James Buchanan. It is also home to Mercersburg Academy, a private boarding school. Whitetail Ski Resort is located just outside of town.

Retrace your route to rejoin the Lincoln Highway and continue west. Ahead on the left is the sign for the reconstructed Fort Loudoun; the original British fort was built in 1756. Shortly, the old Lincoln Highway once again leaves Route 30. Take the first



Fort Loudoun Monument along the Lincoln Highway

road on the right past the fort (Main Street) and cross the 19th century iron-truss bridge to reach the village.

Founded in 1804, the community of Fort Loudon was once a busy stagecoach stop and was noted for manufacturing whips. The Kittatinny Path, a well-known Indian path, also passed through this area. Before reaching the center of town, a 1928 cement marker sits in the front lawn of a private home on the right. The marker indicates that the road bears to the right at the town's center.

At the intersection of Route 75, the Lincoln Highway continues straight. Ahead on the right is the Historic Fort Loudon Inn, known as the Vance Inn in the early days of the Lincoln Highway. At the Stop sign, the old Lincoln rejoins Route 30. Turn right.

There is no denying you are entering the mountains as you climb the first hill west of Fort Loudon, known as Cove or Tuscarora Mountain. The road gets steep and curvy, so please drive with caution. When driving through the mountains, advice from 1920's *The Lincoln Highway in Pennsylvania* by Robert Bruce is still relevant to today's drivers:

One only needs to be sure that the car is in good condition, especially the brakes, strictly observe the rules of the road, and keep a sharp lookout for vehicles coming from the opposite direction, particularly under full speed, perhaps carelessly driven.

Atop Tuscarora Mountain, elevation 2,123 feet, is the Mountain House Bar and Grill. Throughout the history of the Lincoln Highway, there has been an establishment in this location. The Mountain House Bar and Grill was originally Doc Seylar's place. At Doc Seylar's people could eat,

drink, and enjoy the view as their cars, hot from climbing the mountain, cooled down. Other stops for early motorists in this area included the Cove Mountain Tea Room, Smith Brothers' Tuscarora Inn, and the Hotel Summit.



Seylar's was a popular stop atop the Tuscarora Summit.

Fulton County

At the summit of Tuscarora Mountain, you enter Fulton County. As you wind back down the mountain, the building on the left was once the Shamrock Inn. Ahead, the road widens to four lanes. At the first opportunity to turn left, the old Lincoln Highway breaks away from modern Route 30. Turn left here. Shortly after the turn, one can see the remnants of the original Lincoln Highway on your left. Now closed to traffic, this original route down the mountain is overgrown but still largely intact.

Continuing west on the Lincoln Highway you arrive at McConnellsburg. The Fulton County Fairgrounds are on the right as you enter town. Settled in the 1760s, McConnellsburg was a popular stopping point for travelers with its many hotels and restaurants. At the intersection of Route 16, continue straight into downtown. McConnellsburg has recently made a suc-

cessful effort to restore its downtown. Many early buildings have found new life: Fulton Antiques and Leon's Deli occupy former garages. The Fulton House is an 18th century inn that now houses the Fulton County Historical Society. Next to the Fulton House is a 1928 cement marker that was moved there from the Tuscarora Summit.

Heading west out of town, you start to climb out of the valley. In a few miles, the old Lincoln Highway rejoins Route 30. To continue west, turn right. You are now ascending Scrub Ridge Mountain. At the top is the Scrub Ridge Inn, once known as Long View Lodge. Eventually you will pass Pepple's Barnyard Golf, Auction Barn, and Kobweb Korner on the right.

At the bottom of the mountain is the village of Harrisonville. Originally called Licking Creek Village, it was renamed in honor of President William Henry Harrison. Past the intersection of Route 655, a 1928 cement marker survives on the lawn of a private home on the right.

The Green Hill House is about 1.5 miles west of Harrisonville on the right. This former tavern, in need of much repair, was erected in the early 19th century. It also served as a tollhouse for this part of the Chambersburg-Bedford Turnpike. Across the road is the Asbury Methodist Church, in continuous use since it was built in 1841.

Saluvia is the next community to the west. The first concrete road in western Pennsylvania was located here. Past Saluvia is Sideling Hill. Sideling Hill is steep and winding and has always proved to be a challenge to motorists, as evidenced by the runaway truck ramps on the left.

As it climbs the mountain, Lincoln Highway passes through Buchanan State Forest. Named for President James Buchanan, who was born nearby, it offers facilities for hik-

ing, cross-country skiing, fishing, and more. A picnic area is on the left at the summit.

Heading back down the mountain, red tourist cabins can still be seen at the former location of Shorty's Place, just past the intersection of Route 915. Once a popular cabin camp with a playground, it now advertises more "adult" entertainment.

The next ridge is Ray's Hill. The Old Mountain House Hotel, also known as MacIlvaine's, is on the right. A remnant of Forbes Road runs behind this long-abandoned stagecoach stop and tavern. On Ray's Hill, the Lincoln Highway enters Bedford County.



Bill's Place

This was the location of the infamous Bill's Place, which sold food, gas and souvenirs, and which, until 1954, had its own post office (billed as the world's smallest).

Bedford County

Descending Ray's Hill, you enter the *Town of Motels* - Breezewood. It was just a small town until the Pennsylvania Turnpike opened in 1940 with an interchange here. Due to its proximity to the Turnpike and I-70, Breezewood has also become the town of fast food joints and gas stations. The one-mile commercial strip is extremely congested, so drive cautiously. Stay to the far right in the lane marked Route 30 West to follow the Lincoln Highway.

East to West: Page 50

The Gateway Travel Plaza, located on your right was built in 1994, replacing the original one opened by Merle and Marian Snyder in 1940. The couple often traded a meal or gasoline for a soldier's shoulder patch. This collection of patches is still on display.

About 4 miles beyond Breezewood is the Traveler's Rest Motel and Restaurant. A short piece of the original Lincoln Highway runs between the steeply pitched yellow-roofed restaurant and the motel.

About .5 mile ahead, turn left onto Zion Road to follow the old Lincoln Highway. You will pass a former tavern, log house, and motor lodge. Turn left to rejoin Route 30.

About 1 mile ahead, turn left at the traffic light onto East Main Street to follow the Lincoln into Everett. On the way into town you will pass the Igloo ice cream parlor on the left, painted to resemble a scoop of ice cream with a generous topping of chocolate syrup.



Downtown Everett

Continuing on Main Street as it bends to the right, you enter the downtown, which includes a fine shopping district reminiscent of main streets all across the country. As you head west out of town, just before the road curves to the right, there is a 1928

East to West: Page 51

cement marker on the right by the Hillside Street sign in front of a private home.

Go under the Route 30 overpass in order to rejoin it heading west. Just beyond Juniata Traders, watch for Mount Dallas Road - this is one of the Lincoln Highway earlier sections.

A couple miles ahead, turn right on Hospital Drive to follow the old Lincoln behind the local hospital. At the Stop sign, continue straight and rejoin Route 30 by turning right just ahead.

After passing a commercial strip, you will cross the 1934 Narrows Bridge over the Raystown Branch of the Juniata River. Just ahead, the road splits again. Bear left to follow the Lincoln Highway towards the Bedford Business District. On the east end of the downtown area, the road forks again at the Landmark Restaurant. Stay to the right and follow East Pitt Street, which is the original Lincoln Highway.

There is much to see in downtown Bedford's 22-block National Historic District. Nearly 200 years of transportation-related architectural development can be experienced by travelers stopping to explore Bedford. There are numerous historic buildings housing shops, restaurants, and other businesses along this stretch.

At the intersection of East Pitt Street and Richard Street on the right is the 1768 Graystone Hotel, now an antique shop. The large stone building on the west side of Richard Street is the former King's Garage, which advertised that it could hold 250 cars and was within one block of all the hotels.

If you have time, turn left on South Richard Street and travel one block off the Lincoln Highway to the former Fort Bedford Inn, on the southeast corner of East Penn Street and South Richard Street.



Fort Bedford Inn

Constructed in 1916, the Inn has been converted to apartments for senior citizens. The old Inn looks remarkably the same as when it was advertised as the *Pride of the Lincoln Highway*.

In her 1920 book, *It Might Have Been Worse*, Massey speaks of her trip through Bedford:

This part of Pennsylvania was more beautiful than what we had been through, and every mile of the day's run was a pleasure.

A few miles further south on Richard Street is the Bedford Elks Country Club. Further on is the grand Bedford Springs Hotel, one of America's first spas. Long before it opened in 1806, Native American tribes consecrated the area around the mineral springs as neutral ground so that all tribes could use its curative powers. The frequent gathering of Indians caught the attention of early settlers and resulted in their discovery of the springs. Distinguished guests over the past 200 years included six U.S. Presidents - Harrison, Polk, Taylor, Buchanan, Garfield, and Eisenhower. During 1857-61, President Buchanan used it as his summer White House. Although the long-closed resort is badly deteriorated, the Bedford County Redevelopment Authority is reviewing proposals to refurbish it.

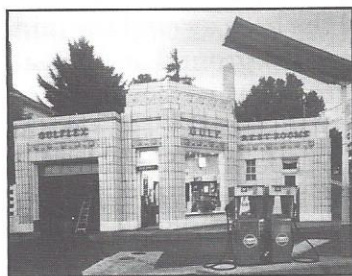
Retrace your route back to Pitt Street and turn left to travel through downtown Bedford. To your right you'll note the 1766 Espy House, a National Historic Landmark. It served as President Washington's headquarters during the Whiskey Rebellion. It is currently a bake shop.



Fort Bedford

There is much to see in downtown Bedford; we suggest you park your car and explore. At the intersection of Pitt and Juliana Streets, turn right to tour the Fort Bedford Museum, a re-creation of the original 1758 fort.

You can fill your gas tank at the art deco-style Dunkle's Gulf Service Station at



Dunkle's Service Station

300 West Pitt Street. Opened in 1933, the station's colorful terra cotta tiles depict stylized geometric foliage and chevrons.

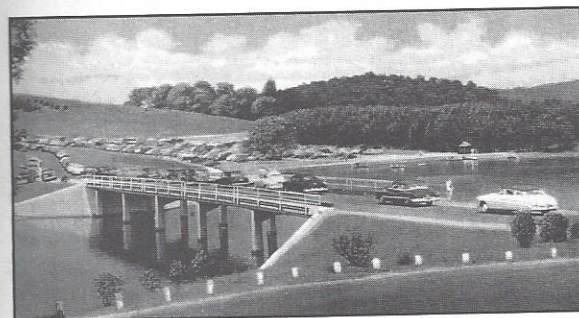
Just ahead is the Bedford Coffee Pot, located opposite the Bedford County Fairgrounds on West Pitt Street, immediately west of Lashley's Garage. The former Coffee Pot Cafe, built in 1925, was once a favor-

ite dining place of travelers on the highway. Although it has been closed for years, the building is a good example of early automobile-era architecture designed to attract customers with the novelty of the setting.

Shortly after the old Lincoln Highway rejoins Route 30, turn left at the traffic light by the BP gas station onto Wolfsburg Road. To rejoin Route 30, turn left.

Another cement marker can be seen as you approach the intersection of Routes 30 and 31, home of the Jean Bonnet Tavern. The tavern was built in 1762 at the fork where Forbes' 1758 road diverged from Burd's 1755 road. Dining and lodging services are still offered.

Heading west, pass under the Turnpike and proceed to the crest of Tull's Hill. The Lincoln Motor Court, located on the left, features twelve circa 1945 cabins that were recently refurbished to their original look.



Shawnee State Park

About 1.5 miles ahead, bear right onto Sleepy Hollow Road, marked by a yellow and black sign for the Shawnee Sleepy Hollow Campground. You will pass a former tavern house made of log and stone (circa 1775) on the right that is owned by the campground.

Shawnee State Park is on your left. The park is named for the Shawnee Indians who once camped in the vicinity during their

seasonal migrations. Just ahead is the Borough of Schellsburg, established in 1810. The road name changes to Pitt Street through town. Many of the larger homes on Pitt Street have been converted to antique shops. The LHHC is working on a National Register Historic District nomination for Schellsburg.

After crossing Route 96, turn left onto Cemetery Road to follow the old Lincoln Highway. To the right on Route 30 is a giant statue of Little Boy Blue blowing his horn. For years he has marked the entrance to Storyland, a former children's amusement park that has been closed since the mid-1980s.

Ahead on Cemetery Road is the Old Log Church, built in 1806, and its cemetery. This well preserved log church still has its original straight-back pews and wineglass pulpit.



Lincoln Highway Farm in Bedford County

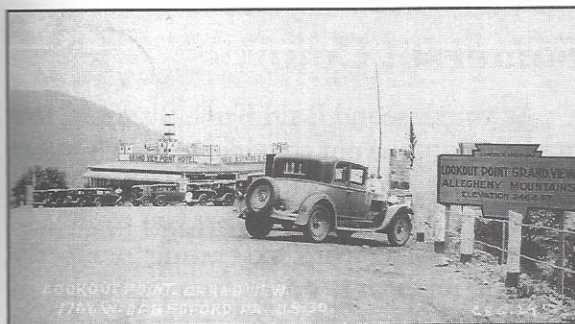
Shortly after rejoining Route 30, you will see some of the most scenic views. To your right will be the Lincoln Highway Farm, with its name painted in block letters on its two red barns. This farmstead has been owned by the same family for over 150 years. On your left is a string of five blue tourist cabins, the former Shawnee Cabins tourist camp, now used as housing for farm workers.



Shawnee Cabins

Just ahead on the left is the Bison Corral Farm & Gift Shop, where you can see bison roaming in the pastures on the north side of the road. Make a left to see all the neat bison-related items in the Gift Shop.

On the left as you round the hairpin turn is the Old Shot Factory. This stone building sits on a very steep hill, and it is said that during the Revolutionary War, cannon shot was manufactured by dropping lead from the second story on the downhill side.



The Ship Hotel was once a popular stop along the Lincoln Highway.

Ahead on the left is the former S. S. Grand View Point Hotel, built in 1932. Known as the Ship Hotel because of its shape, it was built by "Captain" Herbert Paulson on the site of his already existing Grand View Point Inn. Grand View Point (elevation 2,464 feet) has long been a favorite travelers' stop because of its spectacular view of 3 states and 7 counties.

The Ship Hotel featured a restaurant, lounge, gift shop and overnight accommodations. It became a famous landmark instantly, and had equally famous guests, including Clara Bow, George Burns, Joan Crawford, Henry Ford, Greta Garbo and J. P. Morgan. Although a popular destination during the 1930s, business began to decline after the Pennsylvania Turnpike opened in 1940. In the 1970s a new owner covered the Ship's facade with wood clapboard. The Ship Hotel has been closed for more than 15 years and is deteriorating quickly.

As you pull out of the parking area, turn left to continue west on the Lincoln Highway. Just ahead you will enter Somerset County. For the next mile or so you'll encounter many twists and turns, as you approach Bald Knob Summit (elevation 2,906 feet).

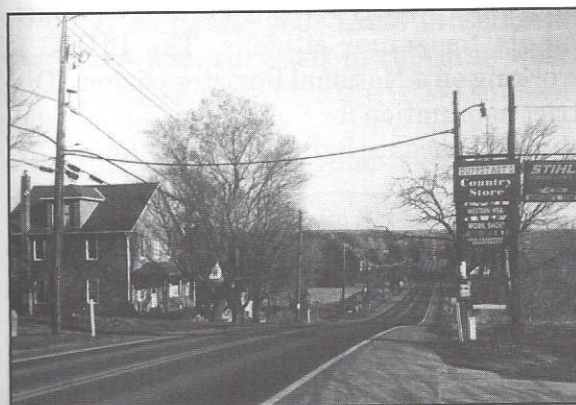
Somerset County

As you descend Bald Knob Summit, the road straightens out considerably. This section was known as the *Seven Mile Stretch* in vintage postcards because you could see a ribbon of concrete extending perfectly straight for seven miles from summit to summit. Check your odometer and see what this stretch measures today!



On this day, homemade root beer was offered at Duppstadt's.

About two miles ahead is the village of Reel's Corners. A few miles beyond is Buckstown, home of Duppstadt's Country Store (Est. 1904) on the left. You will be able to spot another cement



The Village of Buckstown, home of Duppstadt's Country Store.

marker as you ascend the hill. It sits directly across from Ridge Road and is a little difficult to see because it is buried up to its neck beneath a wooden sign.

About three miles on the left, just past Sigmund Auto Wrecking, turn left and then right to follow the old Lincoln Highway. This segment is about 1.5 miles long, and passes a large auto junk yard, Stoystown Auto Wreckers, on its western end where the old road crosses Route 30.

Although the old Lincoln continues on the other side of Route 30, the bridge over Stony Creek is gone, so you must turn left to rejoin Route 30. Just ahead, turn right on Route 403 North towards Kantner. After about .3 mile, turn left onto the old Lincoln Highway by the Kantner United Methodist Church, to reach Stoystown via Walnut Road. After turning right on Main Street towards the center of town, look to your left to see a Lincoln Highway marker with a left turn arrow indicating the route to Kantner in front of a private home.

On your right, just past the downtown intersection, is the yellow brick Hite House (circa 1853), once a busy hotel on the Lincoln Highway. During its heyday, it offered 46 rooms and a ballroom to travelers. Today it has a National Register designation

and was recently remodeled into 28 apartments for senior citizens. The LHHC is working on a National Register Historic District nomination for Stoystown. Just ahead, the old Lincoln Highway rejoins Route 30.



Green Gables Restaurant is adjacent to the Mountain Playhouse in Jennerstown.

About 8 miles ahead is Jennerstown. On your right at the town intersection is the former White Star Hotel. To enjoy the "don't miss" attractions in Jennerstown, you'll need to leave the old Lincoln for a bit.

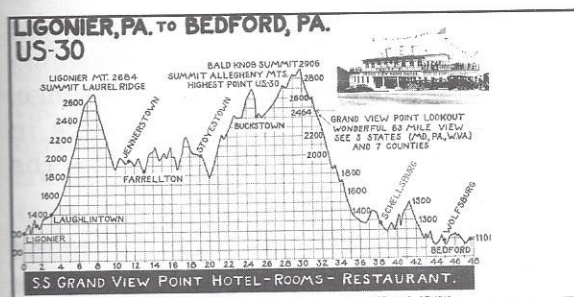
Turn right on State Route 985 and proceed about a half mile to the Green Gables Restaurant and the Mountain Playhouse, owned by the Stoughton family for more than 70 years. The Mountain Playhouse offers professional summer performances in a converted 1805 gristmill.

Return to Route 30 and cross the highway to the Jennerstown Speedway, where you can enjoy auto racing under the lights each summer. Originally built with two dirt tracks in the mid 1920s, now only the 1/2 mile track is used. Jennerstown Speedway is affiliated with the NASCAR Winston Racing Series.

For another interesting side trip, return to Route 985 and head 7 miles south to visit the Somerset Historical Center, located at the intersection of Routes 985 and 601. The museum examines southwestern Pennsylvania's rural life during the period 1750-1950.

After retracing your route to Route 30 via Route 985, turn left to continue west. Just ahead on the right is the 1806 Dennison House, a former stagecoach stop that now sells antiques. Just beyond it on the right is a pair of stone pillars, under a cluster of pine trees. They marked the former entrance to the Jenner Pines Camping Park, where early Lincoln Highway travelers could camp overnight or rent cabins.

After passing two vintage motels, the Laurel Manor and the Wishing Well, turn right onto Kline's Mill Road to follow the old Lincoln. At the stop sign, continue straight on Sliding Rock Road. Just past the intersection is a Forbes Road marker. The next mile takes you past houses and a golf course as you start climbing Laurel Hill.



An old postcard promoting the "Ship Hotel" shows the elevations of the mountains along the Lincoln Highway.

At the intersection where the old Lincoln rejoins Route 30 is a marker on the right describing the July 1932 crash involving Fred Duesenberg while testing one of the company's world-renowned automobiles. Unfortunately, he died several weeks later as a result of his injuries.

Route 30 continues climbing Laurel Hill. At the summit, the elevation is 2,684 feet. The Laurel Highlands Trail crosses Route 30 at the ridge. A 70-mile cross-country skiing and hiking trail links Ohiopyle

State Park on the Youghiogheny River to the City of Johnstown on the Conemaugh River. The 571-acre Linn Run State Park offers hiking, fishing, and cabin rentals. A close neighbor is 493-acre Laurel Mountain State Park, which offers biking, hiking, winter skiing, summer mountain boarding, and concerts. Within the park, Laurel Mountain Ski Resort, the first major ski resort in Pennsylvania, offers quality winter recreation in an area of unsurpassed natural beauty with a panoramic view of the Ligonier Valley and beyond.

Westmoreland County

Some of the landmarks you will pass on your 3.5-mile descent of Laurel Hill into Laughlintown include the former Swiss Chalet restaurant, Flag Rock, the Washington Furnace Inn and the Runaway Lounge. The road flattens considerably once in Laughlintown, where you will pass the Compass Inn Museum on the left.

Just past Route 381, turn right behind the Ligonier Valley Cottages to follow the old Lincoln Highway. About .6 mile ahead on the left on the far side of Route 30 is the 1925 Ligonier Beach. Before present Route 30 was constructed in the 1930s, bathers would descend a staircase down the hill to reach the beach.

Continue on the old Lincoln for about 1 mile to reach the east end of downtown Ligonier. This attractive downtown district features numerous specialty shops and restaurants. The diamond (town square) at the center of town features a restored copper-roofed gazebo. As you round the diamond, look to your right at the corner of the Ligonier Town Hall to see another concrete Lincoln Highway marker.

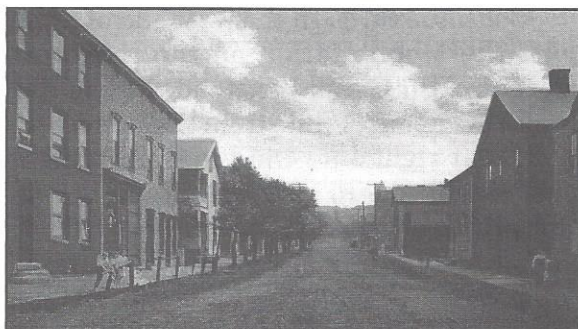
Continue through the west end of town, past the Mobil station on the right and crossing Mill Creek. Instead of rejoining Route 30, about .1 mile from the Mobil Station, bear right onto Old Lincoln Highway past the township maintenance buildings to continue on the old Lincoln. About 1 mile ahead on the left is the only remaining cabin from Shirey's Lake View Tourist Cabins. All the rest were recently sold and removed.

Continue on the old Lincoln for about .5 mile. Go slowly past the pond on the right because the geese like to sit on the road. Just ahead, the road bends to the left at Graham's Antique Mall. Turn right to rejoin Route 30 West.

About 1.5 miles ahead you will enter the scenic Loyalhanna Gorge. The gorge was cut by the Loyalhanna Creek through Chestnut Ridge, the first western ridge of the Allegheny Mountains. The highway divides here, with the lanes straddling the creek. The eastbound lanes follow the old Lincoln Highway. The westbound lanes, opened in 1954, follow the roadbed of the old Ligonier Valley Railroad.

Idlewild Park is to the right of the eastbound lanes. The third-oldest amusement park in the United States, Idlewild opened in 1878 as a picnic grove served by the Ligonier Valley Railroad and has since evolved into a blend of classic and new amusement rides.

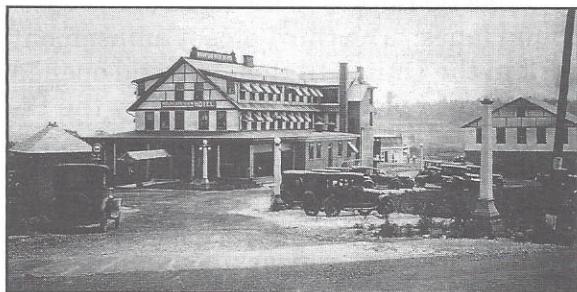
After the east and westbound lanes rejoin, exit onto Route 982 South (Latrobe Street) and follow it to the center of Youngstown. Turn right at the traffic light onto Main Street to follow the old Lincoln Highway. On the far side of the intersection on the southwest corner is the Tin Lizzie Tavern, located in a building that was known as the Amer Hotel in the early 1900s.



The old Lincoln Highway was Main Street in Youngstown, Pennsylvania.

Continue to State Route 981 and turn right at the Arnold Palmer Airport. At the traffic light turn left to rejoin Route 30. Ahead on the right is the entrance to St. Vincent College, founded in 1846. The campus includes an old gristmill (circa 1854) that still uses its original one-ton grinding wheels. The mill is open for tours on Tuesday and Thursday afternoons.

About 1.8 miles ahead, turn right at the traffic light and then immediately left onto Frye Farm Road to follow the old Lincoln Highway. Although it is no longer operational, an old egg vending machine sits along the highway (on your right) at the Frye Farm.



Mountain View Inn

Ahead on the left is the Mountain View Inn, established in 1924. Greatly enlarged over the years, the Mountain View Inn has been owned and operated by the Booher family since 1940. In addition to hotel rooms, restaurant facilities and meeting

space, the property has lovely gardens and a gazebo. Continue straight at the Stop sign by the inn. When the road ends, turn right to rejoin Route 30 West.

About .8 mile ahead get in the left turn lane by the Peaches and Cream ice cream stand to turn left onto the Old Lincoln Highway. The white building on your right as you come up the hill was once Ulshaefer's Tourist Home. The building looks very much the same as it did in vintage postcards.

Continue on this road and rejoin Route 30 by turning left at the traffic light by Burger King and the Westmoreland Mall. Stay in the right lane and follow the signs for the Greensburg Business District to follow the old Lincoln, known here as East Pittsburgh Street, into downtown Greensburg.

Look to your right by the Barnhart Funeral Home to see a reproduction of a 1928 marker erected by Wib and Margie Albright. Ahead, Pittsburgh Street becomes one-way for eastbound traffic only. Westbound traffic flows onto Otterman Street.

As you cross Main Street, you will pass the 1906 Westmoreland County Court House with its gold and white terra cotta dome. One block north of this intersection is the Westmoreland Museum of American Art.

Just west of Main Street (at 21 West Otterman) is the Palace Theatre, originally the Manos Theatre, built in 1926. It still has its original metal canopy, and the interior has been beautifully restored. A right turn on Harrison Avenue will take you to the restored Greensburg Train Station.

To follow the old Lincoln Highway west of town, follow the sign that reads "to Route 30 East," under the Route 30 overpass. You will pass Mt. Odin Park on the left. Near

the entrance to the park is a historical marker for the toll house that once stood opposite, one of five in Greensburg on the Greensburg-Pittsburgh Turnpike.

About 3 miles after crossing over Route 66, a limited access toll road, bear right at the exit for Adamsburg. The exit is only one-lane in width as it is open to westbound traffic only. Here the old Lincoln Highway is known as Main Street. On the south is the former Rocco's Village Inn, now closed. At the west end of town, bear right on Old Route 30, which soon becomes Pennsylvania Avenue.

After passing under the Pennsylvania Turnpike, you enter Irwin, founded in 1864. Ahead on the right is an attractive masonry arch inscribed *1873 Union Cemetery 1905*. Pennsylvania Street is primarily residential until it reaches the west end of town. The downtown commercial district runs north to south along Main Street. The old Lincoln becomes Center Highway upon leaving Irwin. For about 1 mile, the road closely parallels Route 30, and is primarily commercial. The large brick building on the right housing Electra Lighting and Electric Supply was once Serro's auto dealership.

Alternate Alignment: About .25 mile on the right is the Old Trail Highway, the original route for the Lincoln Highway, which goes through an area known as Jacktown. About .7 miles on the right is Jacksonville Road. On the northwest corner is the Fullerton Inn, built in 1798, which is on the National Register. At the corner of the intersection is an old stone Philadelphia-Pittsburgh Turnpike marker.

Old Trail Road rejoins Center Highway just east of the Rescue 8 Fire Department. Beyond this on the north is the Jacktown Ride and Hunt Club. Center Highway crosses Route 30 and enters Circleville. The

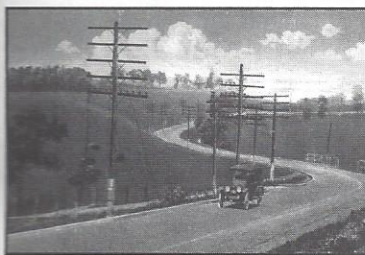
old road bears west shortly beyond the intersection and proceeds to the 1790 Larimer House. The road becomes one-way at this point, so you must double back to Station Road and rejoin Route 30 by turning left at the traffic light.

Just east of the intersection of Center Highway and Route 30 is the former Klanchar's Esso, now the Back East Car Covers and Motoring Accessories. The building retains its white and red porcelain enamel panels and a red neon clock on the pylon.

About 1.75 miles from the intersection of Center Highway and Route 30 in Circleville, on the north is a short piece (about .25 mile) of the Old Lincoln now known as Crown Road. Proceed west on Crown Road to Leger Road and turn left (south) in order to rejoin Route 30.

Just ahead on the left are three vintage motels in a row. The first is Doug's Motel. Beyond it is Park's Motel, which has approximately ten cabins along the highway with a motel strip in back. Beyond Park's is the Hiland Terrace Motel, which has a number of single and double cabins and a small motel strip.

The county line between Westmoreland and Allegheny counties lies just beyond,



marking the western boundary of the Lincoln Highway Heritage Corridor. Just ahead, Route 30 crosses

State Route 48 in North Versailles. This is a good place to turn around if you wish to return east on the Lincoln Highway.

As your journey on the Lincoln Highway Heritage Corridor comes to and end, it is interesting to note that today's motorists aren't that different from those in the early 20th century. The following excerpt is from *The Complete Official Road Guide to the Lincoln Highway, 1916*:

Every American motorist has within him something of the feeling that prompted our pioneer forefathers to explore the new and unknown. Consequently, automobile touring ranks high as a pleasurable recreation today. Your true motorist likes to settle down behind the wheel, knowing that his motor is running smoothly, and head away over new roads amid new surroundings, away from everyday places and things that have grown humdrum through constant association. But he does not want to take the risks and chances the pioneer did, nor should he. The man in the automobile wants a passable road through a country that offers something worthwhile to see as he goes, and at night a good bed and the assurance of wholesome food.



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LINCOLN HIGHWAY HERITAGE CORRIDOR

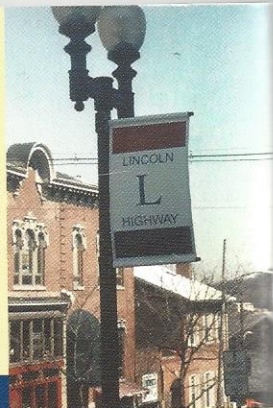
It's where the journey is as important as the destination. America's first coast-to-coast highway, the Lincoln Highway (Route 30), winds its way through centuries of Pennsylvania's history. The early Lincoln Highway sparked popular imagination and fostered the rapid growth of automobile tourism. Today, the route offers unique attractions, abundant antique shops and



B & B's, diners, tourist cabins, Main Street communities, and "super-sized" structures. See things you would never see on the interstates — drive the Lincoln!

*Follow these
unique road signs
along the way.*

Pennsylvania
Memories last a lifetime.™



WESTMORELAND COUNTY



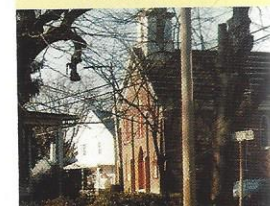
SOMERSET COUNTY



BEDFORD COUNTY



FULTON COUNTY



FRANKLIN COUNTY



ADAMS COUNTY