

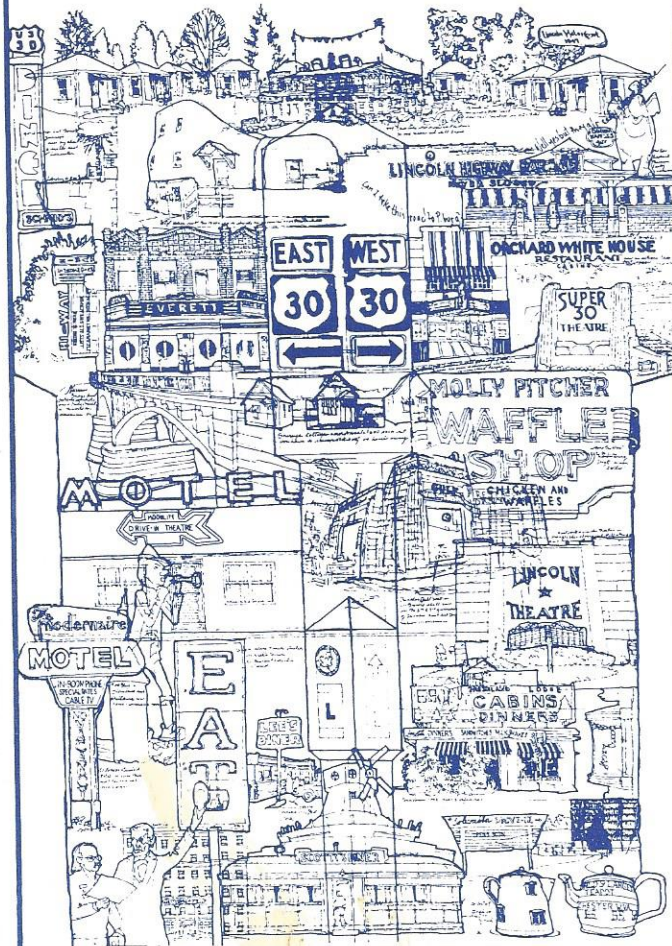
Lincoln Highway DRIVING GUIDE



Main Street, USA

*Come travel this historic Pennsylvania corridor—
where the journey is
as important as the destination.*

LINCOLN HIGHWAY HERITAGE CORRIDOR



Your guide to the
LINCOLN HIGHWAY HERITAGE CORRIDOR

*Westmoreland • Somerset
Bedford • Fulton
and Franklin Counties*

On the Cover

The pen and ink cover art is by Bedford artist and musician, Kevin Kutz. It was originally designed for the Lincoln Highway Association Charter Conference in June of 1993. A composite of some of Kevin's favorite sites along the Lincoln Highway, the design illustrates some of the architectural and cultural diversity to be found when exploring the highway. His original lyrics to a song inspired by the Lincoln Highway follow:

There's a road runs through our town,
runs up the Alleghenies and then back down
Started out as an Indian trail
now ends up to be many folks' tale.

You can pay the toll and take the Pike
take a day and ride a bike
There's trails where you get a little dirty
but we just set back and take old 30

Used to go to the drive-in on a Friday night
sleep in a motor court feel just right
Breakfast in the morn at the Greenland Lodge
now gas up on eggs and get in the Dodge.

America's Main Street it's got a neat beat
can rattle your bones from your head to your feet.

At least once everybody ought
to make a stop at the Coffee Pot

That S.S. Grand View Ship Hotel
not a finer liner could anyone sail (sell)
Up there you can see for miles
soda pop hot dogs and a hundred smiles

There is one thing that I know
old Route 30 is the way to go
Remember yesterday as you do today
and check out the sights on the old Lincoln Way

Mile for mile you'll feel in style
despite the fact that it takes a while
Let the light change loosen your load
when you got the time, take the old road.

From San Fran to N.Y.C.
you can take a Model T or a big, red Chevy
There's kicks on 66 some folks say,
but we just get high on the Lincoln Way.

© 1993 Kevin Kutz

Introducing the

LINCOLN L HIGHWAY Highway HERITAGE CORRIDOR

*One of eight heritage parks in Pennsylvania under
the Department of Conservation and Natural Resources*

***"Every American motorist has within
him something of the feeling that
prompted our pioneer forefathers to
explore the new and the unknown."***

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

Long before North America was colonized by Europeans, Native Americans roamed the continent along foot paths and trails which connected hunting grounds, villages, water courses, trading sites, and enemy territories. When English-speaking people came to western Pennsylvania, they followed the Indian paths. Often the immigrants used the paths to develop corridors suited to their own modes of travel - packhorses, crude carts and open wagons.



During the end of the 18th century and the early 19th century, parts of both Burd's Road and Forbes Road were followed by pioneers headed for Pittsburgh, the Ohio River and west. The heavy flow of travelers and vehicles along these roads through Chambersburg, McConnellsburg, Bedford, Ligonier, and Greensburg carved deep ruts in the dirt track, making road improvement necessary.

***Follow this vintage car throughout this
booklet for entertaining excerpts
from The Complete Official Road Guide
to the Lincoln Highway, 1916.***



TOLL RATES

Forevery score of Sheep or Hogs.	6 Cents
Forevery score of Cattle.	12 Cents
Forevery Horse and Rider.	4 Cents
Forevery led or driven Horse, Mule, or Ass.	3 Cents
Forevery Sleigh, or Sled drawn by one horse or pair of Oxen.	5 Cents

Between 1806 and 1823, sections of the road were graded, graveled and improved by independent, state-chartered turnpike companies which levied tolls.

Between Gettysburg and Pittsburgh, several turnpike companies adopted and managed sections of the road. Their roads were designated Chambersburg and Bedford Turnpike, Bedford and Stoystown Turnpike, and Pittsburgh and Greensburg Turnpike. Across southern Pennsylvania, turnpikes connected Philadelphia to Pittsburgh and were known collectively as the Great or Pennsylvania Road.

By the Civil War, the turnpike system had been largely abandoned, and long-distance travel across Pennsylvania was undertaken primarily by rail. Not until the development of the automobile was attention once again directed to improving and maintaining the state's system of roads.

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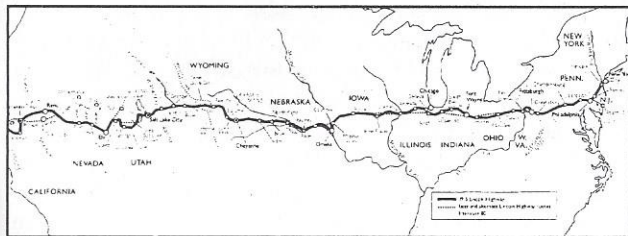
Phone (814) 623-7033

Fax (814) 623-7633



(1-15)

At the turn of the century, a group of visionary businessmen representing the automotive products industry, conceived a plan to build a national system of paved roads. Their brainchild became the Lincoln Highway. Under the name, "Lincoln Highway Association," they successfully promoted the creation of a publicly funded system of automotive roads, firing the public imagination with a plan to build America's first transcontinental paved highway.



In 1913, the Association defined the Highway's route from New York City to San Francisco, and began accepting pledges for its improvement.

While the Lincoln Highway Association engaged in very little road building, the prestige of an address on the highway had strong appeal, and many towns along the map-drawn route renamed their main streets "Lincoln Way."

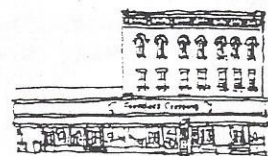
The Lincoln Highway Heritage Corridor was designated a heritage area by Governor Tom Ridge in 1995 to create opportunities for preserving and interpreting important resources associated with the early 20th century road and the more than 200 years of regional transportation history that preceded it. The Heritage Corridor extends from Greensburg in southwestern Pennsylvania east for more than 140 miles to Chambersburg.

When you travel Route 30, the Lincoln Highway, you are traveling an historic road. Watch for businesses along the Lincoln Highway Heritage Corridor displaying the red, white, and blue logo popularized more than seventy-five years ago!

Please patronize these businesses who support the mission of the Lincoln Highway Heritage Corridor. Enjoy your drive on the Lincoln Highway; you'll see things you would never see on the interstates!

Kevin Kutz

- prints • cards
- original paintings



of Lincoln Highway and Bedford County Stuff
at Founders Crossing, Bedford Pa

(1-15)

Westmoreland County

The U.S. economy grew rapidly after WWII, and American families dreamed of owning an automobile. As those dreams became realities, America's highways (most built for the horse-drawn vehicles) became congested. Congestion was worse in the cities where traffic from four-lane rural highways was funneled onto two-lane downtown streets.

State highway departments addressed the problem by building freeways around city centers like the Greensburg bypass. The bypass circles south of the earlier road. Travelers taking the Pittsburgh Street Exit experience the unique architecture and culture of downtown Greensburg.

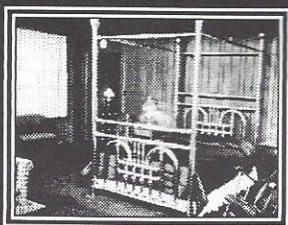
Greensburg's 1906 Court House occupies the square on the city's Main Street. It was built in French Renaissance style and has been hailed as one of the finest rural courthouses in the United States. Not to be missed is the renovated Palace Theater on Otterman Street, and the Greensburg Train Station which is undergoing major rehabilitation, just off Otterman Street. Plans call for a Western Welcome Center for the Lincoln Highway Heritage Corridor to be located there.

North on Main Street is the Westmoreland Museum of American Art. There are permanent exhibits of Western Pennsylvania artist's works as well as 19th century furniture, folk art, silver, ceramics, jewelry and toys.

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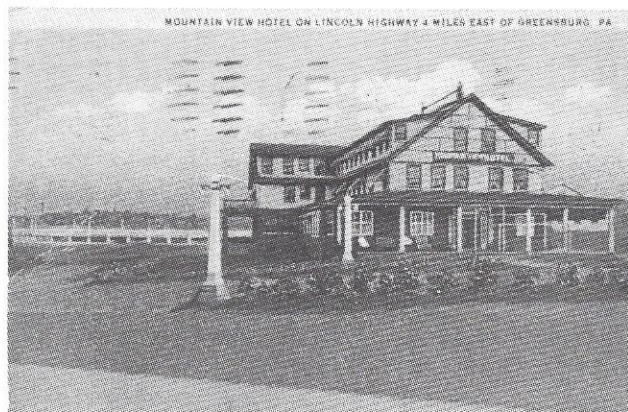


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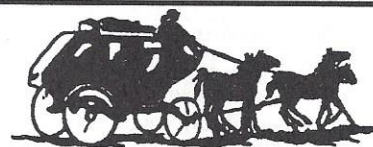
(D-3)



From downtown Greensburg, follow Pittsburgh Street east four miles to the 1924 Mountain View Inn. Operated by the Booher family since the 1940's, the Inn's colonial traditions are practiced today in an early American setting.

Latrobe is the next community to the east, home to Saint Vincent College, the first Benedictine College in the United States. Founded in 1846, the college is the site of the St. Vincent gristmill, a four-story wooden mill operated by Benedictine monks since 1854 and open for tours by appointment. Visitors may take a self-guided tour of Saint Vincent Basilica.

Continuing along U.S. 30, you will find Idlewild Park four miles to the east.



Compass Inn Museum

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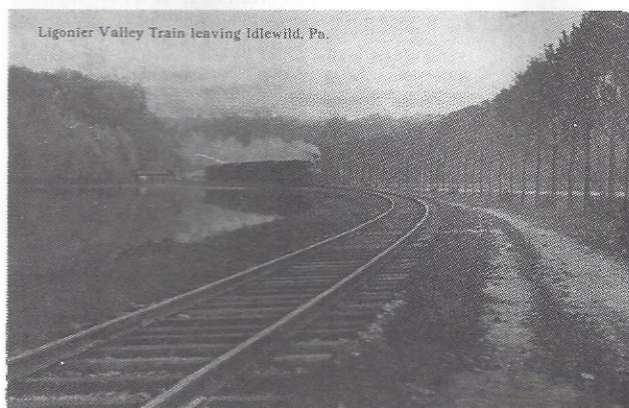
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(E-6)



Ligonier Valley Train leaving Idlewild, Pa.

Thomas Mellon established Idlewild Park as a pleasure resort in 1878 to encourage passenger use of his narrow gauge Ligonier Valley Railroad.

The amusement park was an instant success and is still in operation. Watch for the kiddie ride which celebrates the Lincoln Highway Heritage Corridor.

U.S. 30 bypasses the borough of Ligonier to the south. The earlier Lincoln Highway can be followed by turning north across West 30 at the Colonial Inn, 1/2 mile from Idlewild's front gate. Behind the Colonial Inn, an elegant country dining facility, turn east and follow the road in to Ligonier.

Ligonier's picturesque town dates from the last century. Four miles north of the square on Market Street (PA 711) is the Forbes Road Gun Museum. The museum houses an extensive collection of firearms dating from 1450.

Fort Ligonier is two blocks south of the square, on Market Street. This museum houses period furnishings, exhibits and dioramas focused on the French and Indian War, and a full-scale reconstruction of the 1758-1766 British Fort Ligonier.

Ligonier's Main Street is the predecessor of U.S. 30. Follow Main Street east to Bell Street. Turn north at Bell, then sharply east to stay on the old road. The next mile offers a glimpse of what travel must have been like when the road was known as the Lincoln Highway.

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"When I first drove across the U.S. in a motor car in 1908 and again in 1912, there was no such thing as a trans-continental road. Few people had driven across the country which might take sixty days or ninety."

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

A turn south at Brailier Road leads across U.S. 30 to the Ligonier Beach entrance. The beach is a public swimming pool and outdoor recreation area. About 1/2 mile south on the old road are the Sunset Valley Cottages, tourist accommodations from an earlier era.

Laughlintown, one mile east, is home to the Compass Inn Museum. The Museum is housed in a log tavern, built in 1799. Originally a drovers' and traders' tavern, the Inn's location at the foot of Laurel Mountain made it an ideal stopping place for travelers heading either east or west. The Museum is operated by the Ligonier Valley Historical Society and is open to the public. Costumed guides conduct tours of the Inn, inter-

The Toy Box

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You are allowed to touch! Play with the puppets in the "Indoor Forest."

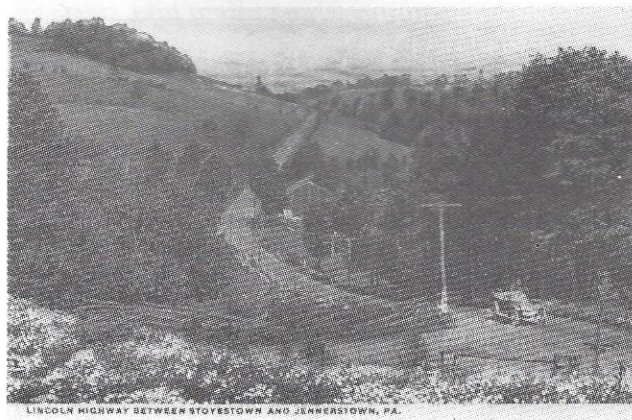
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preting the lifestyle of the western Pennsylvania frontier.

It is four miles from the Compass Inn to Laurel Mountain Summit. Route 30 East winds its way up the mountain toward the 2,684 foot summit. The Laurel Highlands Trail crosses U.S. 30 at the ridge. A 70 mile cross-country skiing and hiking trail links Ohio Pyle State Park on the Youghiogheny River to the City of Johnstown on the Conemaugh River.



Somerset County

A little over three miles downhill from the summit is Jennerstown. The borough was established in 1822 and named for Dr. Edward Jenner, the originator of vaccination.

On the west end of Jennerstown, north of the road stand stone gateposts marked "Jenner Pines" and "Camping Park." The gateposts mark the early 20th century entrance to a tourist camp. In its earliest years, automobile tourists stayed overnight at the Pines, erecting tents or sleeping on the ground beside their cars. Later, cabins were built for rental. Only one cabin remains at Jenner Pines today, and the property owners use it for storage.

Several doors down from Jenner Pines, also north of East 30, is the 1806 Dennison Tavern. Now used as an antique shop, the Dennison once served meals to travelers and provided them lodging and livery services.

Seven miles south of Jennerstown, also on PA 985, is the Somerset Historical Center. The story of rural southwestern Pennsylvania is presented at the Center through exhibits, demonstrations, and a Pennsylvania farm museum.

The Green Gables Restaurant and Mountain Playhouse are 1/2 mile north of Jennerstown on PA 985. Founded in 1939, the playhouse is one of the oldest still-in-use summer stock theaters in the United States. The professional resident company performs comedies and musicals each May to October in an 1805 gristmill converted for use as a theater. Elegant country dining in a unique atmosphere is a Green Gables Restau-



"24 miles an hour is the maximum rate of speed on any highway in Pennsylvania and 15 miles per hour is the speed generally allowed."

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

rant tradition. Terraces, waterfalls, antiques, fireplaces, and statuary create an ideal mood for the Stoughton family's American cuisine.

East of Jennerstown, an earlier road enhancement project resulted in the U.S. 30 bypass south of Stoystown and Kantner. To follow the Lincoln Highway, called Pitt Street, through Stoystown, turn north to parallel U.S. 30 about 6 1/2 miles east of Jennerstown. The Hite House, now standing vacant, was a prominent Lincoln Highway era hotel. In the 1920's the hotel's restaurant and ballroom attracted visitors from throughout the region.

On Pitt Street, a concrete Lincoln Highway marker stands south of the road and three doors east of the Stoystown United Church of Christ. From the west, the marker's enamel arrow points left, indicating that the Lincoln Highway turned sharply north at this point. To follow the early road today, turn north onto Walnut Avenue then bear east on Forbes Road. One half mile east, the old road passes through Kantner, a charming rural town.

Kantner's North Star Elementary School stands on the site of Fort Stonycreek, one of a string of fortifications built by British troops during the French and Indian War. General Forbes commissioned the erection of "a small Hutt" with redoubt and supply storage sheds to protect troops using the creek crossing from the interference of hostile Indians.

(1-8)



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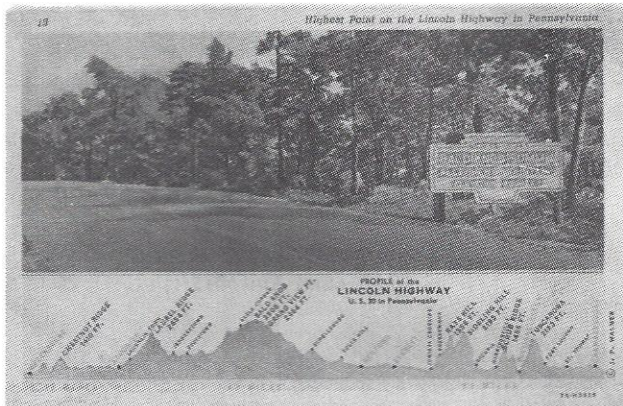
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Route 31, 6 miles west of Somerset, Pa (814) 443-2897



The Lincoln Highway continued east through Kantner, but part of the old right of way has been destroyed by later development and mining operations. To return to East 30, follow PA 403 South. From Kantner to the Bald Knob Mountain Summit, U.S. 30 runs straight for seven miles. The road can be observed by watching the horizon from the crest of one hill over the crest of the next. Known as "The Seven Mile Stretch," this section of U.S. 30 overlays the Lincoln Highway, the Bedford and Stoystown Turnpike and Forbes Road, all of which preceded it.

Along the Seven Mile Stretch, strip mines with draglines and coal piles were prominent aspects of the landscape. Many have been reclaimed and are once green again. The mines provide a significant proportion of local employment; coal is Pennsylvania's most important extractive industry, accounting for more than 18,000 jobs.

Five miles east of Stoystown in the village of Buckstown is the John Statler house. Built in 1834 as a tavern, the two story Queen Anne building is half stone and half wood frame. Today it is used as a residence.

Buckstown is also the location of Dupstadt's Country Store. Visitors to the store will find a broad array of Western clothing and plenty of country hospitality.

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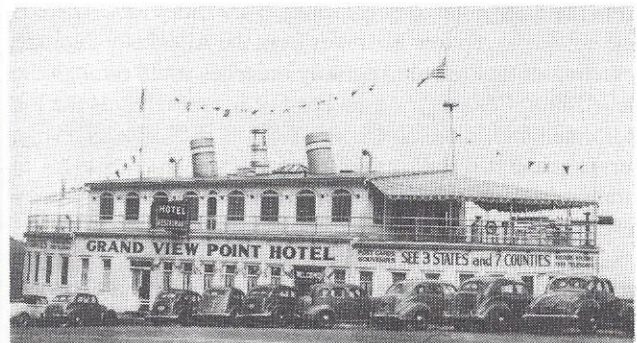
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Lincoln Highway Driving Guide Page 12



S. S. GRAND VIEW POINT HOTEL ELEVATION 2464 FT. ET
A Steamer in the Allegheny Mountain. 17 Miles West of Bedford, Pa. U.S. 30

Bedford County

The Ship Hotel sits near the summit of the 2,464 foot Allegheny Ridge. From this vantage, it overlooks a broad Pennsylvania farming valley and the mountains of Maryland to the east and West Virginia to the south. The hotel and restaurant were built in 1931 by an enterprising Dutchman, Herbert Paulson, who modeled his venture after an ocean-going vessel. It seems the view from the ridge on foggy days reminded Paulson of the view from a ship's deck, and he wanted to share the perspective with visitors. Paulson probably chose to build at this site knowing that his intended customers, early automobile travelers, would need to refill their overheated radiators and allow their vehicles to cool for some time after having climbed the steep slope from the valley below. The Ship is an example of early automobile age roadside architecture with a unique, interesting design to encourage tourists to stop.

U.S. 30 conforms closely to the earlier Lincoln Highway



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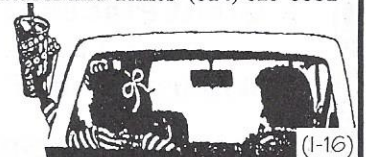
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(I-16)

Lincoln Highway Driving Guide Page 13

from the Ship Hotel to Schellsburg, 6 1/2 miles east. There is one notable exception: Six miles from the Allegheny Summit, a section of the Lincoln Highway branches south through the Schellsburg Cemetery. At the heart of the cemetery is the log Reformed and Lutheran Church built in 1806. Occasionally, services are still held in the church where members sit in straight-backed wooden pews at either the entrance or balcony level. The minister preaches from a wine glass pulpit.

Back on East 30 is the borough of Schellsburg, established in 1810, and home to numerous antique shops and Shawnee State Park. The Park was named for the Shawnee Indians who once camped in the vicinity during their seasonal migrations.

Modern U.S. 30 and the Lincoln Highway follow the contours of Tull's Hill, but Forbes Road, which preceded them, took a gentler route around the south flank of the hill. At the crest of Tull's Hill, the Lincoln Motor Court offers overnight accommodations in a 1940's atmosphere. The cabins date from WWII, and the owners have maintained them much as they



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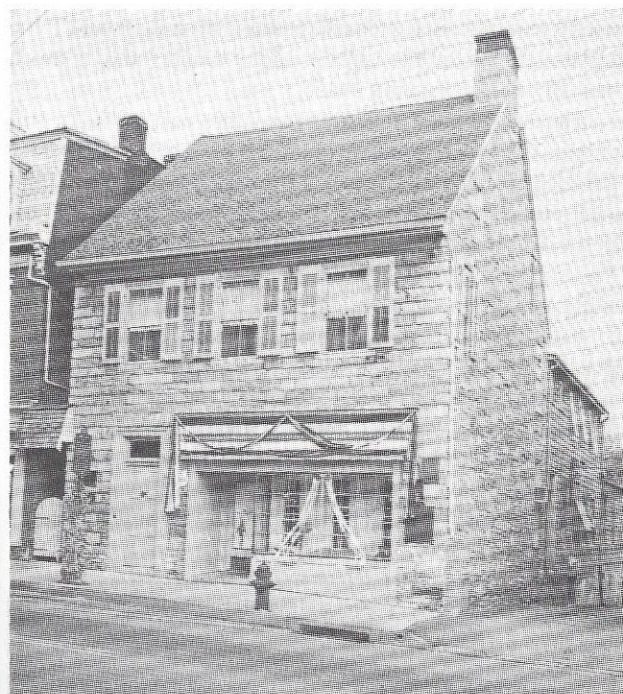
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(1-18)



The Espy House in Bedford served as headquarters for President Washington during the Whiskey Rebellion.

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3 miles west of Bedford - Intersection of Rts. 30 & 31 (H-15)

were 50 years ago. Except for the addition of showers and TV's, an overnight stay at the Lincoln Motor Court today is much like it would have been in 1945.

The Jean Bonnet Tavern is two miles east of Tull's Hill Summit. The Tavern was built in 1762 at the fork where Forbes' 1758 road diverged from Burd's 1755 road. The property's first owner, Robert Callender, was an Indian trader and a scout for George Washington. Jean Bonnet purchased the property in 1779 and received a license "to keep public house" in 1780. Dining and lodging services are still offered today.


In the early days of travel along America's highways, distances covered in a day were determined by the speed of conveyances and by the stamina of the travelers. The horse or ox-drawn cart or wagon made about four miles per day. Tavern keepers tended to set up shop where their services were most likely to be needed: 4 miles (or a day's wagon journey) from their nearest competitors. The Jean Bonnet was built about one day's journey west of Bedford.



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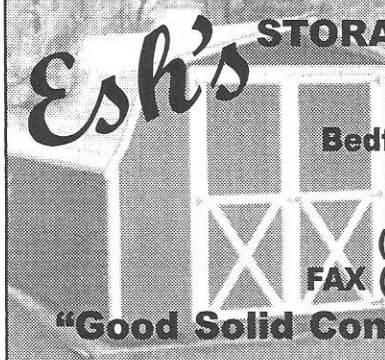
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(I-15)

Modern U.S. 30 bypasses Wolfsburg, an 18th century cluster of residences and taverns. The quarter-mile section through Wolfsburg is on the right, 1/2 miles east of the Jean Bonnet.

The Bedford County Fairgrounds are seen as one approaches the Bedford Borough. Opposite the fairgrounds is the Coffee Pot Café, 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.

Modern four lane Route 30 also bypasses Bedford, site of a 22-block National Historic District. Business 30 (the Old Lincoln Highway) bears south 3/4 mile east of Wolfsburg; and becomes Pitt Street through the central business district. Nearly 200 years of transportation related architectural development can be experienced by travelers stopping to follow Bedford's walking tour. Highlights of the tour include a 1930's Art Deco gas station, a 1914 Greek Revival post office and the 1876 Beaux Arts Victorian House.

The Espy House on Pitt Street has been designated a National Historic Landmark. It served as President Washington's headquarters during the Whiskey Rebellion which ended when he led a Federal Army of 13,000 to Bedford, the first and only time a president had commanded a U.S. Army in the field.

Bedford is the western gateway of a transportation corridor extending through two mountain gaps of the Raystown




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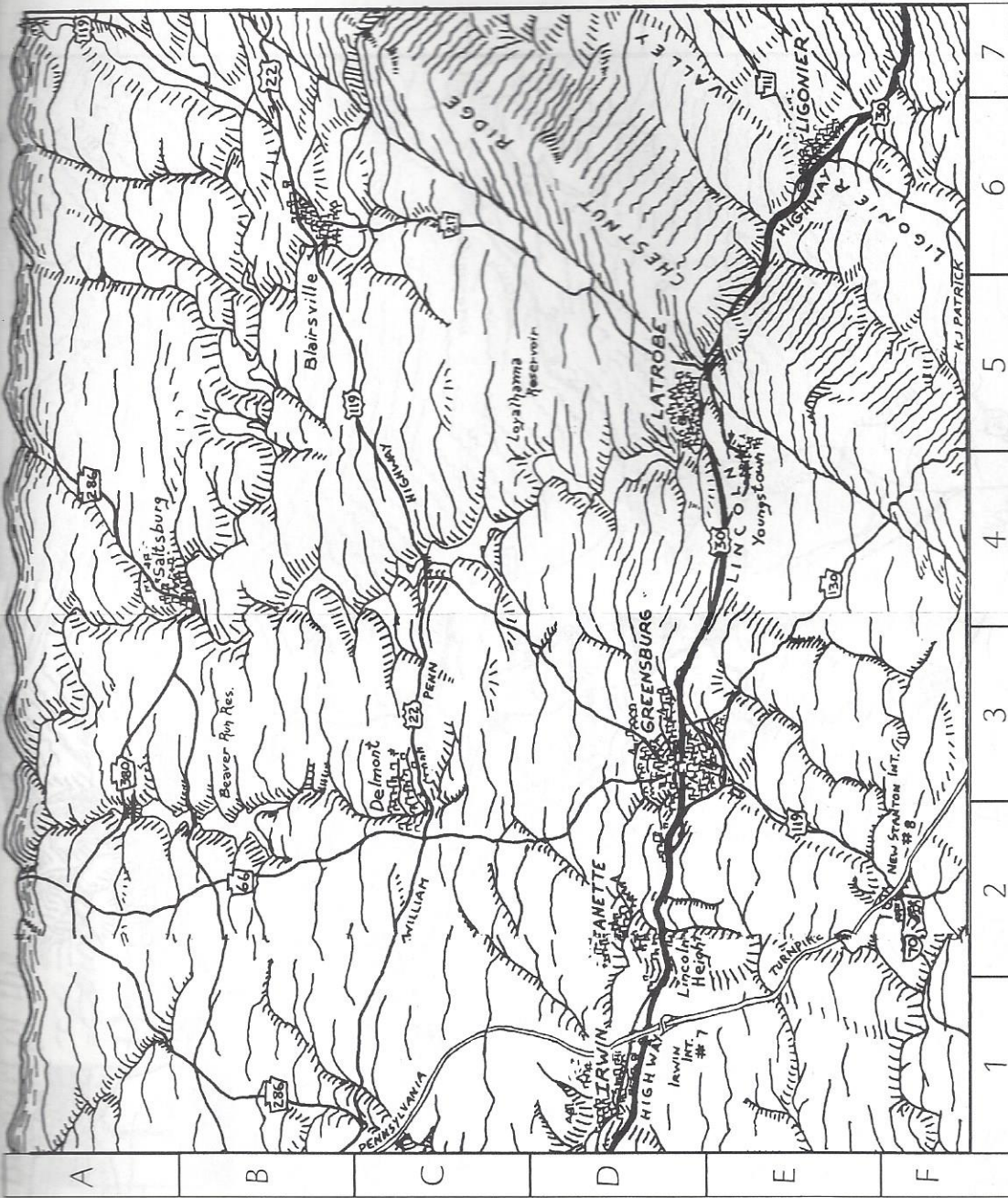
Green Gables Restaurant

Open Easter Weekend through May 31st and
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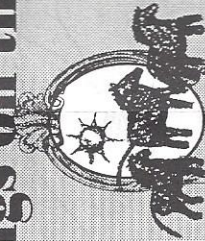
Route 985, 1/2 mile north of
Route 30, Jennerstown, PA
(F-8)



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(D-1)

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Lincoln Highway

HERITAGE CORRIDOR

30 Main Street, USA

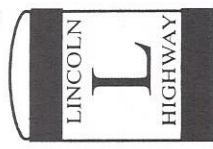
Membership and ordering information, continued from previous page.

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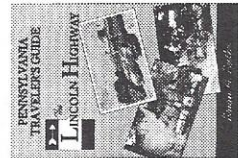
Lincoln Highway Banner

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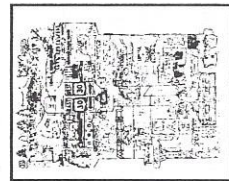
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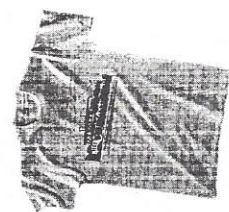
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by Kevin Kutz. 20" x 30," like the one on the front cover of this Driving Guide. \$10.00



The Ship Hotel

A 1932 print of the Ship Hotel graces this all cotton T-shirt. Please indicate size (L, XL, XXL). \$14.95



Lincoln Highway Pennant

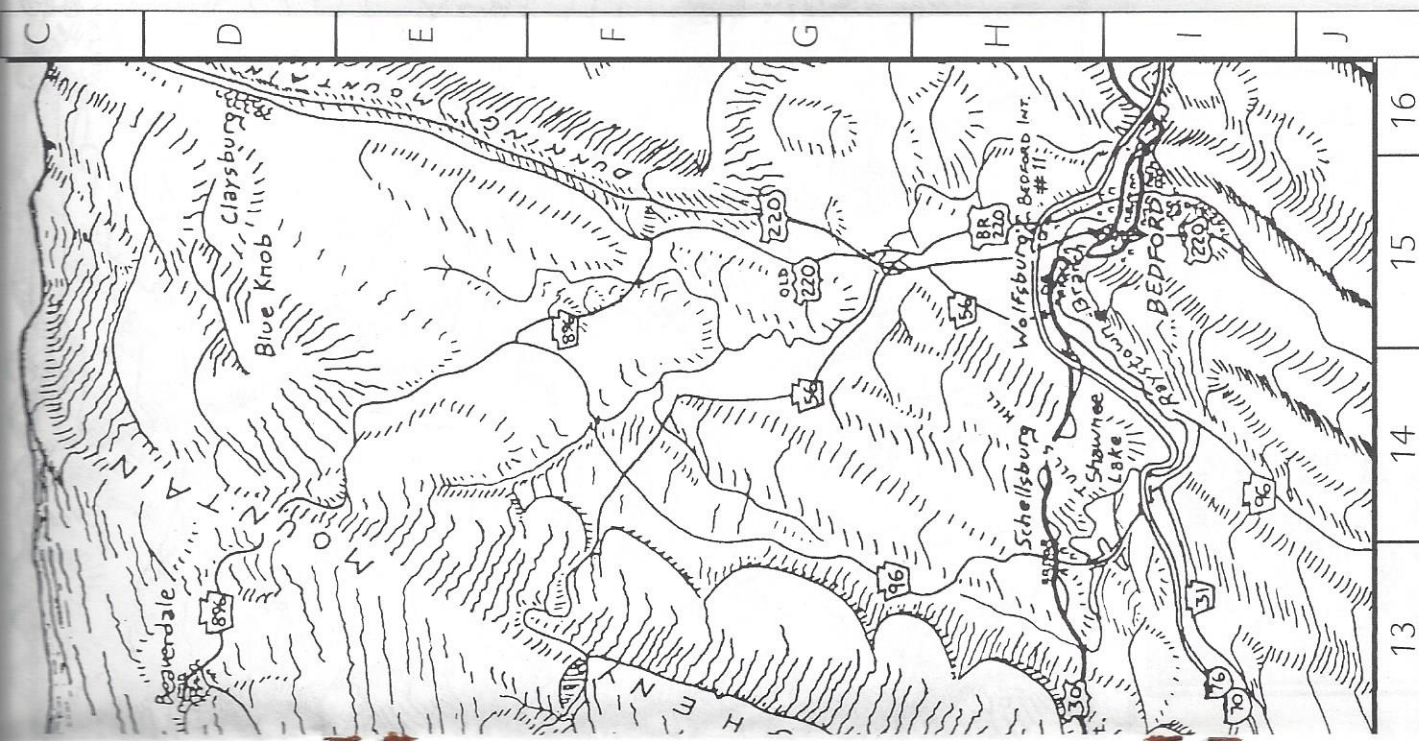
Own a replica of the 1913 red, white and blue felt pennant. 18" long. \$4.00



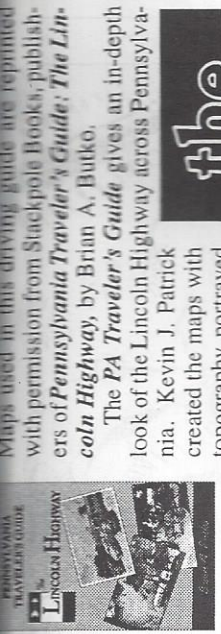
Lincoln Highway Driving Guide

Send a copy to a friend. \$2.00 for shipping/handling

Order form on the reverse side.



cut along this line



as if seen from an airplane.

Available at The Bookstore in the Bedford Square Shopping Center, Route 30 between Bedford and Everett.

814-623-2000 (1-16)



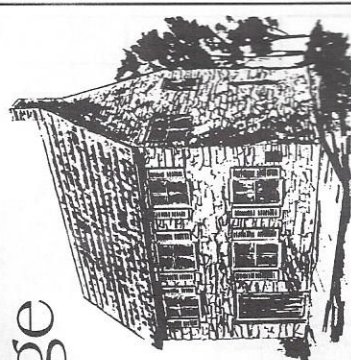
Lincoln Motor Court
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Nostalgic charming cottages, open year-round.
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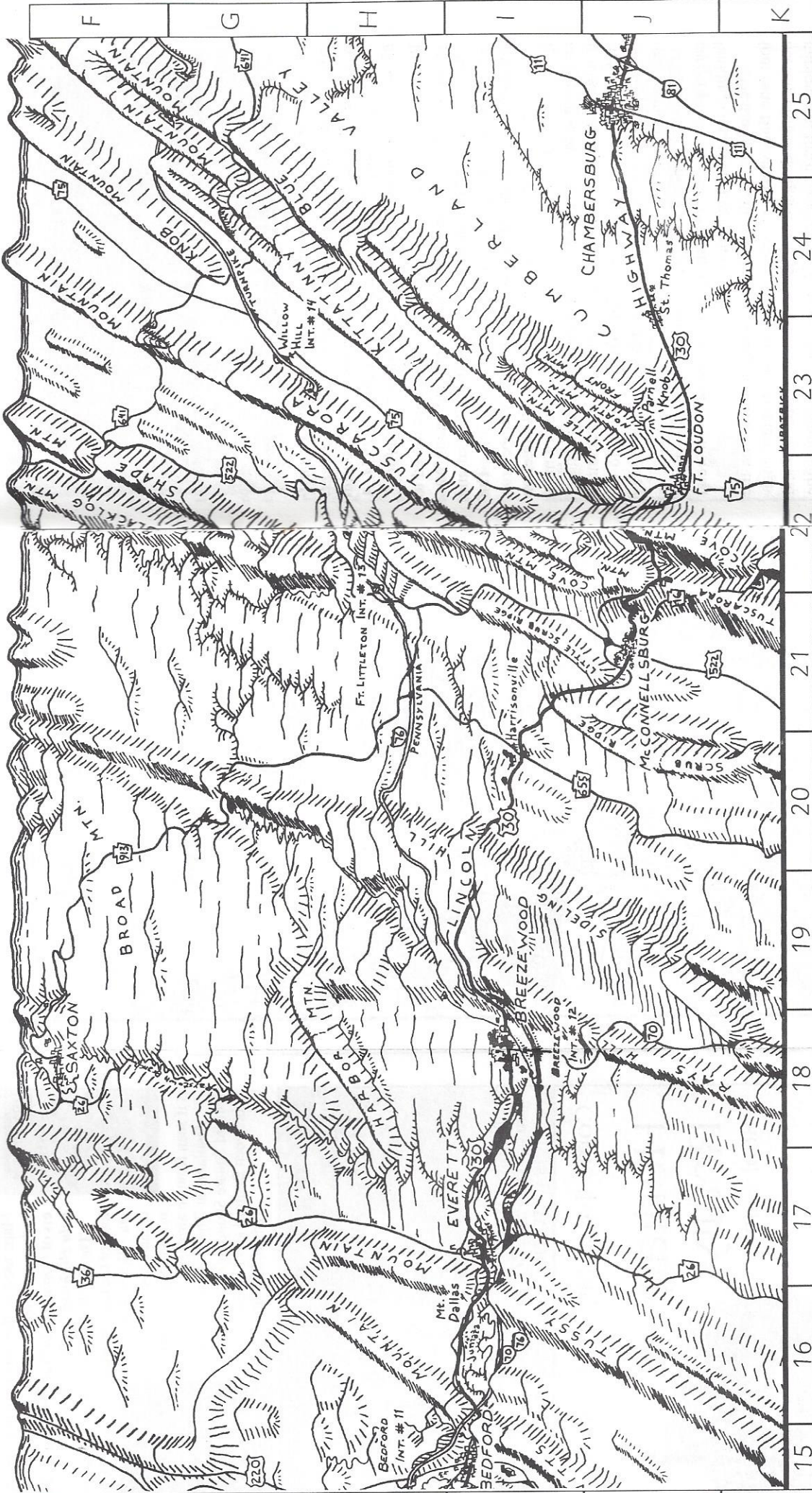
BROKER
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The Espy House

Office located on corner
of South Richard and
Watson Streets, Bedford
(1-15)



Orlee's **Golden Eagle Inn** 131 E. Pitt St., Bedford, PA 15522 814-624-0800

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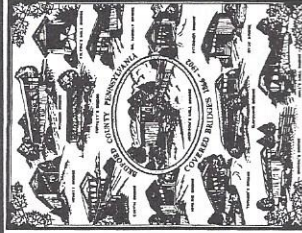
Sure to become a collector's item, this impressive, all cotton washable throw features Bedford County's 14 remaining covered bridges.

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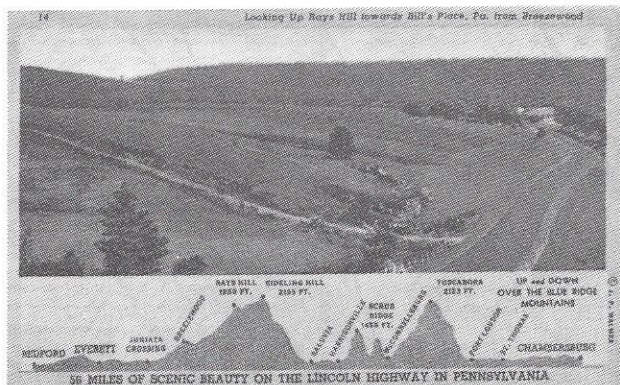
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PRIME RiB
— RESTAURANT —



Located at the Intersection of the PA Turnpike, Breezewood Exit 12 and Interstate 70

Return to Life's Simple Pleasures (1-18)



For years, Bill's Place boasted that it had the smallest post-office town in the country, and it doubtless was. Residents were Bill, his wife, his two sons and a hired man. Bill's postal contract was cancelled during an economy drive in 1954. A big sign now proclaims sadly, "HAD The Smallest Postoffice."

Branch of the Juniata River. Fort Bedford was constructed to guard that gateway at the height of the French and Indian War. The Fort Bedford Museum commemorates the 1758 fort and houses a collection representing 200 years of local history. The museum is open to the public from May through October.

Old Bedford Village is two miles north of Pitt Street on Business 220. The Village is a living museum where costumed craftspeople and interpreters recreate life on the 18th century frontier. Among the attractions are a gunsmith, blacksmith, Indian museum and schoolhouse. The Village is open to the public and hosts a number of special events throughout its May to December season.

Between Bedford and Everett, much of the integrity of earlier roads has been overlain by a profusion of commercial buildings and shopping centers.

West of Everett, the earlier road diverges south from the four-lane Bud Shuster Byway. The Byway is a modern engineering project designed to keep traffic moving efficiently and minimize in-town congestion. However, traveling through the

Irene's Family Restaurant (G-15)
Family Dining at its Finest
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Officially Licensed Products (814) 623-1143



"Breezewood pop. 80. 1 hotel, 1 garage. Extensive road improvement completed in 1915."

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

borough promises opportunities to shop, dine and experience local history at the restored Everett Railroad Station.

Between Everett and Breezewood, the modern highway follows the course of the Raystown Branch of the Juniata River. Although the modern road is several lanes wider than earlier roads, its alignment is very much like that followed by travelers in stagecoaches, Conestoga wagons, and Model-T's.

On the south side of the road, seven miles from Everett, is Juniata Crossings Lodge and Antiques. Built as a stagecoach stop in the early 19th century, Juniata Crossings was a well-known tavern and housed the tollkeeper for the Juniata Crossings Bridge. From 1818 until 1937, an unusual double-lane covered bridge spanned the Raystown at this point.

East 30 climbs steeply for one mile before leveling out and then dropping into Breezewood. Breezewood was a rural crossroads until the Pennsylvania Turnpike opened in 1940. Today the community is a transient service center providing round-the-clock gas, food and lodging to motorists on U.S. 30 and I-70/76.

CANOEING & KAYAKING

River Trips - Rentals - Sales

Adventure Marine, Ltd.

P.O. Box 102, Bedford PA 15522



814-623-1821



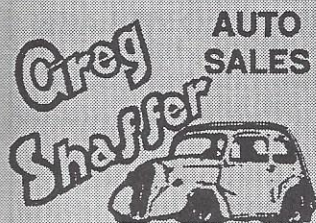
PENN-AIRE MOTEL

"The Bradfields Welcome You To Breezewood"

- Room Telephones • Air Conditioned • Swimming Pool
- Combination Tub & Shower Tile Baths • Pets Allowed

BREEZEWOOD • Diners • American Express • Mastercard

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200 Yards West of Interstate 70 on US 30 (I-18)



1/4 Mile north
of Bedford on
Business Rte. 220

814-623-2638

"Who Sells For Less"

(I-15)



*"A few [things] which every tourist should keep in mind for the journey...
Don't ford water without first wading through it.
Don't forget the yellow goggles.
Don't wear new shoes."*

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



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2 miles west of Bedford on Route 30.

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Rt. 220 North, Bedford • Adjacent to Turnpike Exit 11 (H-15)



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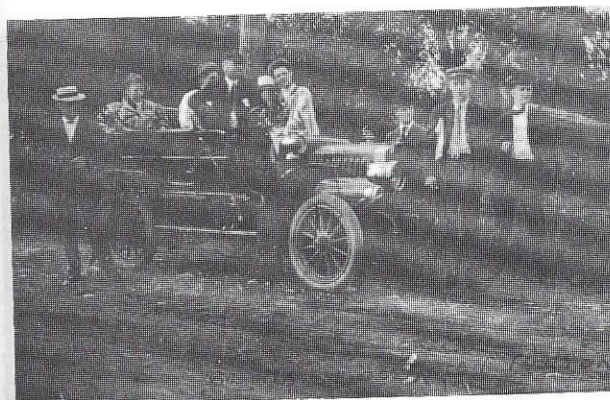
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Located along Old Rt 220 just 1 mile south of Turnpike 11 at
Bedford Exchange **OPEN DAILY May 4 - Oct 26** (I-15)



Fulton County

From Breezewood, East 30 climbs Ray's Hill, passing over the Pennsylvania Turnpike. When it was completed in 1940, the Turnpike was a model to which other U.S. highways aspired. It was promoted as Pennsylvania's all-weather highway, and it still carries millions of vehicles across the Commonwealth each year.

The long-abandoned Mountain House is on the north side. The hotel built in the early 19th century along the Chambersburg and Bedford Turnpike, suggests that its principal clients were stagecoach travelers.

When auto touring became popular, travelers began venturing so far from home that a new market for casual overnight roadside accommodations developed. Campgrounds and single-room rental cabins sprang up along every major highway. Once known as Shorty's Place, the cabins north of the highway are one example of these early facilities. Today they are rented seasonally to hunters.

As the road climbs scenic Sideling Hill Mountain, it passes through Buchanan State Forest. There is a picnic area south of U.S. 30 at the mountain's summit, only one of Buchanan's many recreational facilities. Others include hiking, mountain-biking, cross-country skiing and snow mobiling trails, stocked fishing streams and managed hunting areas.

At one time, the Sky Top Restaurant occupied the site directly across the road from the Sideling Hill picnic area. Enterprises like Sky Top developed in the early days of auto travel. At speeds under 30 miles an hour, automobiles labored up mountains' steep slopes and often overheated. Roadside establishments provided refreshments and access to breath-taking ridge views, knowing their customers were captives until their automobiles' engines cooled.

The steep slopes of Sideling Hill remain a problem for some modern vehicles, particularly large trucks. To minimize accidents involving runaway trucks, ramps have been built on the east face of Sideling Hill. One half mile farther downhill is



McConnellsburg's geographic location contributed to its growth, and by the 19th century, the town was a hub of travel.

another ramp, this one sloped steeply upward.

Farther down Sideling Hill Mountain, on the north side of the road, is the Pine Crest Restaurant. Formerly Willie's Place, the establishment once sold gas, leased cabins and hosted boxing matches. One local legend states that Joe Louis fought Billy Conn at Willie's Place. However, the record books claim both Louis-Conn bouts were held in New York.

Near the foot of the mountain there is a curve in the road known locally as "Ladies Turn." The name derived from the habit of local ladies out for a Sunday stroll to saunter up the mountain as far as the curve before turning back for home.

East of the Pine Crest is the town of Saluvia. The first concrete road in western Pennsylvania was built through Saluvia as part of Pennsylvania's Good Roads Movement. Still farther east, north of U.S. 30 is a two-story stone stuccoed house, much in need of repair. Known as the Green Hill House, the structure was once a tavern and used as a tollgate for a section of the Chambersburg and Bedford Turnpike. One account claims that tolls for use of the road were levied there as late as 1915.

Across the road from the Green Hill House is the ivy-covered stone Asbury Methodist Church. The picturesque church has been in continuous use since its construction in 1841.

About three miles west of Scrub Ridge Mountain, U.S. 30 passes through the village of Harrisonville. The village, comprised of a store, post office and a few houses, is little more than a crossroads at the conjunction of Licking Creek, PA 655 and U.S. 30. A Lincoln Highway's concrete mile marker sur-

***Grease, Steam & Rust
Association, Inc.***

P.O. Box 29
McConnellsburg, PA 17233



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Steam Engines • Antique Tractors
Gas Engines • Tractor Pulls
Farm Machinery in Operation
Pedal Tractor Pulls • Crafts
Quilt Show • Flea Market

FULTON CO. FAIR GROUNDS
3rd weekend in October (J-21)



"Don't forget your Sparton Horn."

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

vives on the north side of the road on a private lawn.

At the summit is the Scrub Ridge Inn. Built to cater to early motorists with overheated cars, the Inn was once known as Long View Lodge. An observation deck was built along its upper reaches to encourage visitors to enjoy the view. The Inn's offerings still include meals and souvenirs.

Modern U.S. 30 is a four-lane loop north around McConnellsburg, but the early road passes through the town's center. A hard north turn, across West 30, 1-1/2 miles east of Scrub Ridge Summit, is required to follow the early road. At one time, two tollhouses guarded access to this road, but neither sits on its original location today.

McConnellsburg is situated in Big Cove or Great Cove, between Tuscarora Mountain and Scrub Ridge Mountain. It was founded by Daniel McConnell in the 1760s. McConnell established a fort, or blockhouse, south of McConnellsburg's modern Main Street somewhere between Second and Third Streets. The fort was designed to protect the McConnell family and visitors from marauding Indians. Later, McConnell built a log house not far from the blockhouse. The building is situated on the northwest corner of Lincoln Way and First Street, and is being restored to its original appearance for use as a commercial building.

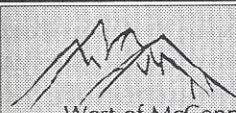
In time, the great east-west road through McConnellsburg was intersected by roads from the north and south which followed the relatively easy terrain of the Cove. McConnellsburg's geographic location contributed to its growth, and by the 19th century, the town was a hub of travel. Its businesses provided meals, overnight lodging, and livery services to drovers, settlers heading west, and stagecoach travelers between Philadelphia, Pittsburgh, Baltimore and Washington.

Pepple's Kobweb Korner and Auction Barn

The most unusual store in Fulton County offering furniture, glassware, kitchen items, lawn ornaments, wicker and more.

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Rte 30, 5 miles west of McConnellsburg, 12 miles east of Breezewood
Pete & Jean Pepple, Owners (717) 485-4733 or 485-5014

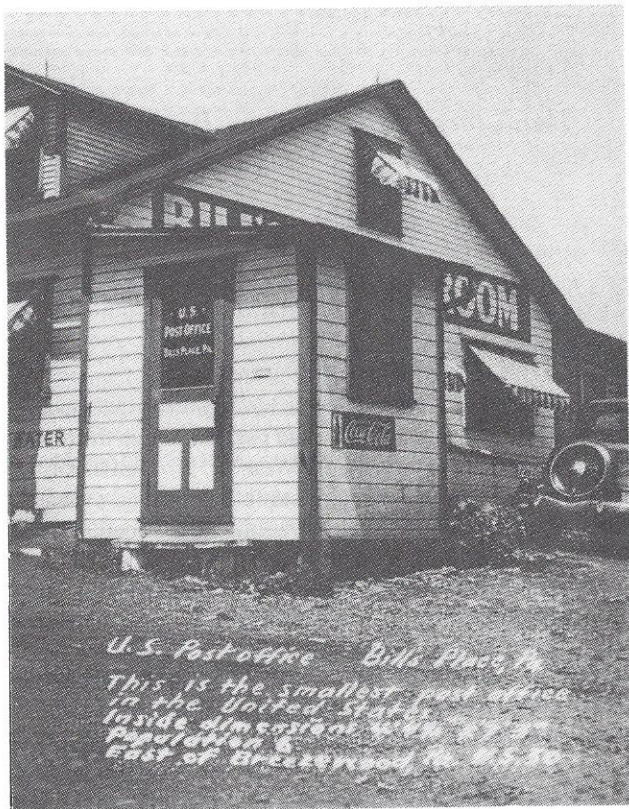


Scrub Ridge Inn

Restaurant and Bar 485-5150

West of McConnellsburg on top of Scrub Ridge

"Come of the 84-oz. steak" (I-21)



In those days, local commerce supported five hotels, nine restaurants, and 1,000 residents. One of the hotels still stands: The Fulton House now serves as the McConnellsburg Town Hall and a local history museum.

McConnellsburg's other hotels included the Eagle, Mellott, and Harris, all long gone. One survivor of the 19th century is the Racket Store. Situated directly across from the Fulton House, the shop is a predecessor of modern five-and-dime stores, and its range of wares is both fascinating and extensive.

The road rises from McConnellsburg toward the Tuscarora Ridge. Predictably, an inn, formerly known as Doc Seylar's Resthouse, but doing business today as the Tuscarora Summit Inn, sits at the ridge. The Inn is another survivor of the early automobile era.

Immediately north of the road is Cowan's Gap State Park. The park was named in honor of Major Samuel Cowan, a British Revolutionary War officer who settled the gap. Tradition has it that when rebuffed by his fiancée's Boston family, Cowan and the lady eloped. Arriving at the gap on the Forbes Road, Cowan traded his wagon to an Indian in return for settlement rights. The homestead became known as Cowan's Gap.

The State Park was established in 1937, and today visitors can swim, fish, or boat on the 42-acre lake and picnic, hike or camp in the park's 1,300 wooded acres.

Lincoln Highway Driving Guide Page 32



The Historic Fort Loudon Inn B&B dates back to 1734; President James Buchanan spent a summer there.

Franklin County

From the summit of Tuscarora Mountain, the road winds downhill toward Fort Loudon. As at McConnellsburg, modern U.S. 30 bypasses the village. The early road to the north parallels the modern road and travelers must bear north onto the old highway to enter the village of Fort Loudon.

The Historic Fort Loudon Inn Bed and Breakfast has served weary travelers from cattle drovers, to stagecoach travelers, and now serves as a resort Inn. The Inn dates back to 1734; President James Buchanan spent a summer there.

A concrete marker erected by Boy Scouts in 1928 to dedicate the Lincoln Highway to Abraham Lincoln remains along the north roadside of the village.

Jifrey's, on the square in Fort Loudon, dates back at least to 1860 and was a general store, town hall for plays and meetings, and is currently a gift shop.

East of the village is an iron truss bridge dating from the 1920's. The bridge is endangered because of its narrowness, brittleness and lack of suitable repair or replacement materials. Buchanan was the nation's only Pennsylvania-born President. His birthplace, Stony Batter, is preserved as a small park near Cove Gap on PA 16. The cabin where Buchanan was born

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LOCATION

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Handicapped & Non-Smoking Rooms Available Tennis Courts & YMCA Near By
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(J-25)

565 Lincoln Way East Chambersburg, PA 17201 (717) 264-4187

Lincoln Highway Driving Guide Page 33

is now on the campus of Mercersburg Academy.

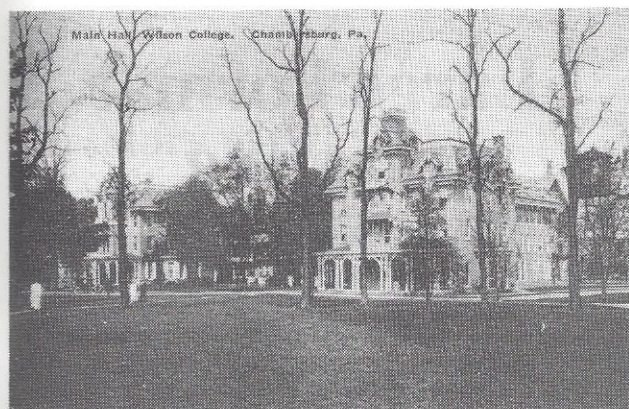
Just one mile east of the village of Fort Loudon is the site of a British fort of the same name. Built in 1756, the fort served as a military, trading, and communications post and played an important role in the French and Indian War. It has been reconstructed by the Pennsylvania Historical and Museum Commission on a site south of U.S. 30.

Five miles from the fort is St. Thomas, another village bypassed by U.S. 30. West of the village, a two-story stone toll house guards the north side of the highway. Known as Tollhouse #2, the building is a relic of the Chambersburg-Bedford Turnpike Company which was authorized to improve, maintain, and levy tolls for use of the road between Chambersburg and Bedford from 1806 to 1864.

The ten miles west of Chambersburg are marked by a number of fruit markets and orchards which offer mountain-grown fruit, fruit products, antiques, and crafts for visitors year round.

Chambersburg is the only town north of the Mason-Dixon Line to have been burned by Confederates during the Civil War. The town was occupied three times by Southern forces during the war. When the city refused to pay an 1864 ransom demand of \$100,000 in gold, Confederate troops set fire to and looted the town, leaving more than 500 structures in ruins.

Today, the town center is known as Memorial Square. Sites of interest around the square include a star on the pavement marking the spot where Generals Robert E. Lee and A.P. Hill held council in 1863, the 1864 Courthouse which stands on the site of a courthouse gutted in the Confederate burning, and an 1878 fountain and statue commemorating the town's Civil War soldiers. Two concrete Lincoln Highway markers have survived in Chambersburg. They are on Lincoln Way East at



Third Street, and Lincoln Way West at Franklin Street.

The Chambersburg Volunteer Fireman's Museum is located at 441 Broad Street. The museum is housed in the former quarters of Hose Company #5 and interprets activities in an early 20th century firehouse. Exhibits include early firefighting equipment, vehicles, uniforms, and photographs.

Wilson College, north of Lincoln Way along Philadelphia Avenue, is one of the nation's oldest liberal arts colleges for women. The 300 acre campus is home to the Bogigian Art Gallery and a museum of natural history, both open to the public. The museum includes collections of nests, birds and eggs; fossils, rocks and minerals; and herbs and insects from around the world. A special feature is the "Please Touch" exhibit.

A restored 1818 jail house stands north of Lincoln Way at 175 East King Street. The complex is built of pink brick and is one of the few government buildings which survived the 1864 burning of Chambersburg. Although it was used as a jail for 152 years, today it houses the Kittochtinny Historical Society and Franklin County Heritage, Inc. The grounds include a number of garden museums. All are open to the public. The old jail will house a welcome center for the Lincoln Highway Heritage Corridor.

On the eastern edge of Chambersburg is the Cumberland Valley Visitors Station, one mile east of the I-81 intersection. Station staff assist visitors in finding places of interest in and around Chambersburg, and they can provide information about dining, lodging, or other activities to make a visit to the valley pleasant and enjoyable.

Five miles east of Chambersburg, the early road parallels the modern bypass of Fayetteville. To reach Fayetteville, turn north across West 30. The village was used by General A.P. Hill's 3rd Corps, Army of Virginia, as an encampment on its march to Gettysburg in 1863. Many Civil War era homes survive. The Paul Corbett House, a 19th century manor house, is located at 54 East Main Street. The house is occupied by a florist, and visitors may tour the building and grounds. A special open house is held each spring, autumn and Christmas.

Jifrey's Local Crafts • Unique Gifts
Bridal & Shower Accessories

On the Square in Fort Loudon (717) 369-3564
(J-22)

Howard Johnson's

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Breakfast Buffet 6 a.m. to 11 a.m.
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(I-15)



Directory of Services

ANTIQUE SHOPS

(J-21) **Fulton Antiques**, 211 Lincoln Way East, McConnellsburg, PA. Open daily 9am to 5pm. 717-485-5674.

(F-8) **Karen's Memory Lane**, general line antiques/collectibles. Opposite Firehall, Rt. 30 Jennerstown. See 1924 six ft. photo of Jenners Coal Mining town. 814-629-6451 or 6574.

(I-15) **Old Towne Antiques**, Quality, multi-dealer shop—furniture, glassware, collectibles, more. 244 E. Penn St., Bedford. 814-623-2637.

(I-17) **Sally's Antiques**, appraisals, buy, sell, large and small. Certified liquidators, broker, estate tag sales. Everett, PA. 814-652-6757.

(I-17) **Yesteryear's Shop**, glassware, china, European and American collectibles and smalls, pottery. Main St., Everett. 814-652-2838.

ARTS & ENTERTAINMENT

(I-15) **Bedford County Arts Center**, Fine arts and crafts in historic Anderson House. 137 E. Pitt St., Bedford. 814-623-1538.

(J-25) **The Art Center**, Fine art supplies, books, prints, picture framing. 49 N. Main St., Chambersburg, PA 17201. 717-263-5669.

(D-3) **Westmoreland Symphony Orchestra**, Greensburg. Presenting the Pittsburgh Ballet Theater Oct. 18-19, 1997. 412-837-1850.

ATTRACTIONS

(E-6) **Idlewild Park**, Route 30, Ligonier, PA. Mister Roger's Neighborhood, Jumpin' Jungle, H₂Ohh Zone, Amusement Rides. Please call for current schedule. 412-238-3666 or 800-4 DAY FUN.

AUTOMOTIVE SERVICES

(J-25) **Minute Car Wash**, Treat your car right with our all cloth car wash. 331 West Loudon St., Chambersburg, PA. 717-263-9760.

BED & BREAKFASTS

(J-25) **Falling Spring Inn B&B Family Retreat Center**, Fishing stream. 1838 Falling Springs Rd., Chambersburg. 717-267-3654.

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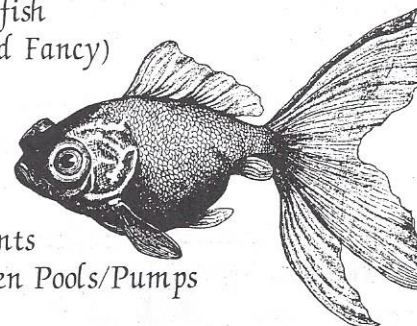
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(I-8)



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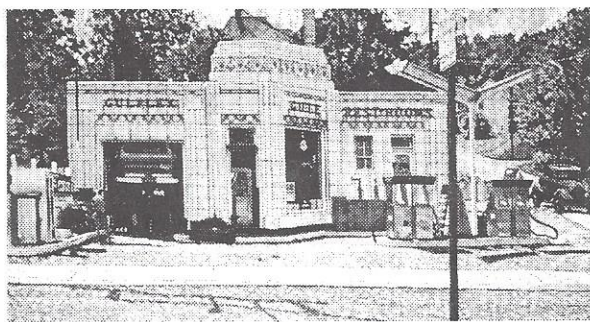
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Main Street, USA

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120 East Main Street, Ligonier, PA 15658
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Bedford County Conference and Visitors Bureau
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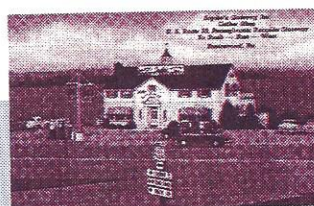
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