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United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

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This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

X New Submission ___ Amended Submission

A. Name of Multiple Property Listing

Lincoln Highway Heritage Corridor Historic Resources:
Franklin to Westmoreland Counties, PA

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

The Forbes Road Era, 1750-1784 pp. E1-~~E6~~ E5
The Pennsylvania Road and Early Turnpike Era, 1785-1832 pp. E6-E11
The Decline of the Road Era, 1833-1912 pp. ~~E11~~-E12
The Lincoln Highway Era, 1913-1946 pp. ~~E12~~-E21
The Decline of the Lincoln Highway, 1946-present pp. E21-~~E23~~ E18-E20

C. Form Prepared by

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~~Ann Safley, Preservation Specialist~~

organization PA Hist. and Museum Commission date Jan 12, 1997

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city or town Harrisburg state PA zip code 17106

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments.)

Brent Glass Brent Glass, Exec. Dir. January 14, 1997
Signature and title of certifying official Date

PA Historical and Museum Commission
State or Federal agency and bureau

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register

Edson H. Beall 3/6/97
Signature of the Keeper Date of Action

Lincoln Highway Heritage Corridor Historic Resources: Franklin to Westmoreland Counties, Pennsylvania

Name of Multiple Property Listing | State

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below.

		Page Numbers
E.	**Statement of Historic Contexts** (If more than one historic context is documented, present them in sequential order.) Contextual subsections listed in Section B	E1-~~F23~~ E 20
F.	**Associated Property Types** (Provide description, significance, and registration requirements.)	F1-~~F3~~ F-6
G.	**Geographical Data**	G1
H.	**Summary of Identification and Evaluation Methods** (Discuss the methods used in developing the multiple property listing.)	H1 -
I.	**Major Bibliographical References** (List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)	I1 - I-5

Primary location of additional data:

- ☐ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Name of repository:

_____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

E. Statement of Historic Context

This context and Multiple Property Submission are focused on the historic resources of the Linclon Highway Heritage Corridor, a regional heritage tourism initiative in southwestern Pennsylvania. Extending approximately 140 miles from Westmoreland County on the west through Franklin County on the east, the Corridor reflects the long transportation history of this route, from 18th century military road to designation in the early 20th century as part of the first coast to coast improved road, the Linclon Highway (later U.S. Route 30).

The Forbes Road Era, 1750-1810

The richness and plenty of southeastern Pennsylvania of the eighteenth century lured many pioneers across the Atlantic. Settlement and farming pushed quickly westward to the Great Valley until expansion ran into the eastern edge of the Allegheny Mountains.

The search for new land drew the eyes of settlers westward toward the Ohio River Valley. Accessing the Ohio Valley meant crossing the ridges and valleys of the Allegheny Mountains. Early trappers had random and isolated success in challenging the rugged Allegheny line. Pushed into and over the mountains by lucrative European fur markets, trappers began following the western migration paths of the Delaware and Shawnee Indians, and eventually established a network of valuable trading posts throughout the region. Individuals and small groups had established trading posts in southwestern Pennsylvania by 1730.

Accounts from these early trading expeditions made their way east and generated considerable speculative interest in the lands west of the Alleghenies. A group of Virginians who were particularly intrigued and resourceful formed a speculation organization known as the Ohio Company of Virginia, established in 1748. The Ohio Company led the expansion campaign by exploring, surveying, constructing storehouses and roads, and establishing stronger trading relationships with the Indians in these new lands. By 1750, a handful of Virginians had established a small fort at the forks of the Ohio River. While the British were making what they believed to be deserved claims to the Ohio Valley lands based on the settlement by the Ohio Company, the French were awakened to the importance of the area. They had laid ownership claims to the lands, but had made no serious attempts to penetrate and settle them. The French soon realized that British actions in the Ohio

Valley would prevent the lands from serving as a link between France's Canadian and Louisiana Territories.

British troop movement west of the Alleghenies, which was a result of and separate from the settlement by the Ohio Company, created a flurry of alarm by the French. A 1753 military expedition was launched by the French to drive the Virginia traders from the forks of the Ohio. Despite warnings from a young Major George Washington, the French expedition pressed on, successfully forcing the traders to flee and abandon their outpost. The construction of Fort Duquesne over the remains of the British outpost established a stronger French presence in the Ohio Valley, an action that helped lead to the French and Indian War. The French and Indian War, though, was not just a result of actions in the Ohio Valley, but was actually part of a global war of imperialism around the world between France and Britain known as Queen Anne's War.

The French and their allied Indian tribes slowed westward migration and halted the eastward transport of goods from the frontier to the colonies. However, with pressures and restlessness building in eastern Pennsylvania and the rest of the colonies, the British interest in the Ohio Valley could simply not be abandoned. After the French establishment of Fort Duquesne, the British countered with a military campaign led by Washington in 1754. Washington's campaign set out from Fort Cumberland, Maryland, northward, following and improving the Nemacolin Indian Path over Laurel Hill and Chestnut Ridge, southwest of Ligonier in Westmoreland County. (This early military route by Washington served as the foundation for the National Road, today's U.S. Route 40, through Fayette and Westmoreland Counties.) When news of Washington's defeat and French domination of the Ohio Valley reached England, the English Ministry vowed to wage a vigorous campaign. The French and Indian War was well underway.

In 1755 General Edward Braddock took control of the British forces in the Colonies. He headed his own campaign to capture Fort Duquesne from the French. Under Washington's advice, Braddock traveled light and brought his best soldiers and pack horses to carry only necessary arms and supplies. Heavy wagons and artillery followed behind Braddock's lead forces, under the command of Colonel Thomas Dunbar. Dunbar supervised the cutting and building of a crude wagon trail intended to traverse the Chestnut and Laurel Ridges in Westmoreland and Fayette Counties. He then crossed both the Youghiogheny and Monongahela Rivers in Fayette and Allegheny Counties respectively, and eventually caught up with Braddock's troops near Fort Duquesne. Dunbar and his wagon train never got farther than the Laurel Hill Mountain (on the present day boundary between Somerset and Westmoreland counties) when news of Braddock's July 9th defeat near Fort Duquesne made it back from Turtle Creek (Allegheny County). Although Braddock's march ended in a bloody defeat at the hands of the French and Indian forces and his military maneuvers gained little if anything for the British, Dunbar's military wagon trail became the

first passable route west for wagon loads of settlers from Virginia and Maryland. The trail, which went from present day Winchester, Virginia through Fort Cumberland and Fort Necessity to Pittsburgh, was renamed Braddock's Road and continued to play a major role in settling the west for years to come.

Building a road in general was no small task, especially across terrain as formidable as the Allegheny Ridge. One important consideration was choosing the route. The Indians had said that the easiest route from the Atlantic Ocean to the Ohio River was the route across Southwestern Pennsylvania. However, in choosing a route, it was not just distance that influenced a decision. Other factors such as seasonal weather and geography affected the choosing of a route for a road. The route of a road often changed. During the winter, the snow cover usually made routes smoother and people often incorporated more shortcuts into roads. Once the snow melted, some shortcuts would become the main route. Routes were also affected by the number of rivers and streams that were crossed. Stream crossings were often done where one stream flowed into another. These locations usually had sandbars that made crossing easier.

During the summer of Braddock's defeat in 1755, efforts were underway to establish a new and more direct route west across the mountains. Pennsylvania authorities appointed Colonel James Smith to supervise a 300 man party responsible for cutting a wagon road from Fort Loudon in Franklin County to Raystown (Bedford) in Bedford County. The work party made its way past Bedford to the foot of Blue Knob Mountain. All work ceased when Smith was called away from the work site and was subsequently captured by Indians. Land additions and road improvements were stalled for the next few years. However, with the 1758 military campaign of General John Forbes, work once again commenced on Smith's early road across the colony. As the new commander of the British forces in colonial America, General Forbes would be the next to try and recapture Fort Duquesne from the French. Forbes chose the route of Smith's Road, which followed very closely the Raystown Indian Path, because it was shorter than the route across Western Maryland.

By April 29, 1758 Forbes reported that 100 choppers were at work on constructing and improving the road and five days later 150 men were at work on the road. Early road building methods, in most cases, only consisted of cutting and clearing the planned right of way of obstacles. Other improvements that were often done on early wagon routes were to widen the route, realign the route if necessary to avoid high ground, and to employ corduroying, which was the practice of laying logs close together, on the sections that were swampy.

A total of 1,200 men worked on constructing the Forbes Road using picks, shovels, saws, crowbars, and axes in its construction. Constructing the early roads was grueling, manual labor. However, the men that constructed

the Forbes Road encountered other hardships as well. Because the job took longer to complete than expected, the soldiers had to use their food reserves in order to meet their daily requirements. The cattle which had been obtained for the troops were described as being "small, lean and poor." There were other miscalculations that also added to the soldiers' hardships. They had anticipated being able to travel faster than they did, and their wagons broke down more often. Provisions were also in short supply since the troops had underestimated the carrying capacity of the wagons and the pack horses.

Forbes's army was composed of two groups of soldiers -- one from Virginia and the other from Pennsylvania. The Virginians, led by Colonel Washington, were located in Winchester, Virginia, while Colonel Henry Bouquet and the Pennsylvanians assembled in Philadelphia. Bouquet advocated a rendezvous of his Philadelphia based troops with Washington's Fort Cumberland group in Bedford.

From Bedford they would continue on an east-west route to Fort Duquesne closely following Smith's Road and the Raystown Indian Path. General Washington, angry at Bouquet's suggestion, urged Forbes to join the two armies in Cumberland and use Braddock's Road to Fort Duquesne.

Forbes sided with Bouquet's all-Pennsylvanian route which crossed no major rivers, provided ample forage for the army's horses, and was 70 miles shorter than Braddock's Road. Bouquet traveled from Philadelphia to Fort Loudon on a road created earlier by Burd, who was one of Bouquet's scouts, then proceeded west, improving Smith's road from Fort Loudon to Bedford. Shortly after meeting in Bedford, the two armies split once again. Bouquet's troops cleared a new road following the Raystown Indian Path, traveling due west, while Burd's garrisons cleared a more southerly route through Somerset, meeting up with Bouquet near Fort Duquesne. Between July and September, Forbes's army, led by Bouquet, continued west until establishing Fort Ligonier along the bank of Loyalhanna Creek. It was Forbes's plan to wait out the winter of 1758 at Fort Ligonier and attack Fort Duquesne in the spring of 1759. However, Forbes soon learned that Fort Duquesne was under-manned and under-supplied. He ordered an immediate assault to take advantage of the vulnerable French position. The French fled Fort Duquesne before Forbes could engage any battle. French power in the Ohio Valley was extinguished in 1758 as the British Fort Pitt replaced Fort Duquesne at the forks of the Ohio River. In addition to removing the French from the Ohio Valley, the Forbes' campaign is credited with completing the first east-west road across the state, which became known as Forbes Road.

Forbes Road was not only a new and direct route west, but characterized in western Pennsylvania by the series of forts built along its path. These forts created a safer, more passable, and better supported road that would become the western migration route for thousands of settlers. However,

several of the forts along the road were only maintained for a few years after the Forbes Road was completed in 1758. Fort Bedford, for example, was abandoned in 1769 and it was a ruin by the time of the Revolutionary War. Fort Ligonier and Fort Loudon were both abandoned in 1765 and Fort Lyttleton was deserted and in ruins by 1764.

The potential exists today to gain archaeological information from remnants of the Forbes Road and its forts. Fort Ligonier, for example, has been reconstructed and traces of other Forbes Road forts and camps exist at Fort Dewart, in Somerset County; Juniata Crossing, in Bedford County; and the Shawnee Cabins Camp, also in Bedford County, as well as other sites.

The Forbes Road would be flooded by wave after wave of Scots-Irish, Irish, and German immigrants crossing the Alleghenies. The transport of people and goods back and forth between Philadelphia and Pittsburgh continued on the route for the remainder of the French and Indian War. However, travel and life along Forbes Road was made extremely hazardous by groups of still hostile Indians. Permanent settlements west of Bedford were not possible until after peace negotiations between the Indians and British in 1765. Forbes Road was also sometimes referred to as "The Great Road" for it was the chief passage through the Allegheny Mountains into the western counties. It continued as the main artery through the western part of the colony, supporting settlements, trade, and commerce, through the Revolutionary War when the Forbes Road was important in the shipping of war supplies.

The Pennsylvania Road and Early Turnpikes Era, 1811-1832

After the Revolutionary War, the need for an improved east-west connection through the state was very apparent. The people who had migrated west in the 1760s and 1770s had now formed permanent farming towns and villages that required stronger links to eastern markets. These inhabitants implored the state to initiate a road improvement campaign.

In September of 1785 the Pennsylvania Legislature passed an act authorizing the construction of a "state wagon road", following the general path of Forbes' Road, from the Susquehanna River through Shippensburg (Franklin County) and Bedford (Bedford County) and on to Pittsburgh (Allegheny County). The work commenced immediately with the appointment of three commissioners for the first portion of the road, which was to be 100 miles long and 60 feet wide. The State provided an appropriation of approximately $5,300 for the work and also authorized surveys to be done of the route with the section east of Bedford being approved and confirmed in November, 1787, and the section west of Bedford to Pittsburgh being completed May 28, 1790. The State also ordered that the road from the east side of Sideling Hill (Fulton County) to the west side of Ray's Hill (Bedford/Fulton Counties) be constructed in January, 1788. When building roads, especially local roads, little more was done than

clearing the route. Road building, which used the soil instead of a covering of gravel or stone, involved several tasks. The tasks included shortening the distance between two points, making the road less steep, removing stones, leveling the road bed, draining the road with ditches, and building bridges over streams. Some roads were surfaced with gravel or stone.

By 1790 construction of the last improved section from Bedford to Pittsburgh was underway. Approximately $1,000 was appropriated for the road from Bedford to Pittsburgh in 1791 with Pennsylvania's Omnibus Act for Internal Improvement and additional money was appropriated for the project in 1792 and 1793. Once this section of the road was completed in 1793, the entire length from Philadelphia to Pittsburgh became known as the Pennsylvania Road. The Pennsylvania Road improved the already existing Forbes Road that crossed the mountains to Pittsburgh. In constructing the old road, little more was done than to cut trees along the route. However, the new road made the route straighter than the previous Forbes Road. Grading, filling, and packing were additional typical improvements. Even though the Pennsylvania Road was not fully completed until 1818, parts of it were opened for public use in 1791.

The Pennsylvania Road soon was full of wagons loaded with farm products and supplies moving between the eastern markets and settlements on the western frontier. Passenger stagecoach lines began serving southwestern Pennsylvania in 1804, with two stages following the route by December. A stagecoach traveled weekly from Chambersburg to Pittsburgh, and a U.S. mail route was established to Pittsburgh as well. Before the rise of the railroad, the Pennsylvania Road was the principal passenger route in the eastern United States and a great American freight and stage route. The Pennsylvania Road allowed greater commerce between eastern and western Pennsylvania.

A major transportation artery, such as the Pennsylvania Road, also had accommodations, such as taverns and inns, for the travelers. The taverns and inns built along the western section of the Pennsylvania Road were usually 2 to 2 1/2 story, gable-roofed buildings built of log or stone. Taverns and inns usually had signs, often designed around a patriotic theme, that had a picture on them. Although the interior plans of taverns varied, one traveler described a typical tavern as having "one large room divided, by plank partitions into 3 sleeping rooms & one eating room, with a very large log fire, the kitchen under the same roof."

Defibaugh's Tavern (National Register 1992), in Bedford County, was one of the largest taverns along the Pennsylvania Road. Constructed of wood and stone, the tavern has 17 rooms and a two-story porch. Other early taverns along the Pennsylvania Road in western Pennsylvania include the Jean Bonnet Tavern (National Register 1979), McIlvaine's Tavern, both of which are extant in Bedford County, and the Fastnacht Tavern in McConnellsburg (National

Register historic district 1993) in Fulton County.

Taverns usually offered food, drink, and lodging to weary travelers along the road as well as food and shelter for horses. Sleeping arrangements in the early taverns were usually quite crowded. Common beds were used and people slept on the floor as well. It was not uncommon for as many as 20 or 30 people to sleep near the fire wrapped in blankets on the tavern's floor. Charges for services were set by the local courts, but they did vary according to whether the person served was a stagecoach rider, wagoner, or livestock drover.

Some taverns had assembly rooms that were used by the community for political or social events. For example, an assembly room may have been used for a religious meeting or a meeting of the local Masonic lodge. One tavern, in Laughlintown, Westmoreland County, hosted Daniel Webster at a reception put on by Zachary Taylor in 1848.

Besides the main building, there were often several outbuildings around the tavern. Accommodations were sometimes provided for wagons, carriages, and horses in the form of barns, stables, or a large yard. Other buildings were often needed to help carry out the domestic duties at a tavern. For example, root cellars, springhouses, and icehouses provided storage for food and drinks that were served to guests.

Just as taverns developed with the road and depended on it for their livelihood, towns along the Pennsylvania Road also developed. Carriage shops, blacksmith shops, and livery stables often would grow up around a tavern to meet the needs of travelers. McConnellsburg, in Fulton County, for example, had a large number of travel services. The town square, which is usually the focus and center of a town, is actually one block from the main street, the Pennsylvania Road, of McConnellsburg, which contained the travel services. Towns also depended on the road for sustenance which is reflected in their plans. Stoystown, in Somerset County; Schellsburg, in Bedford County; and Fort Loudon, in Franklin County, for example, are very linear. These towns developed because of the development of Forbes Road into the Pennsylvania Road and provided services for the travelers. The towns depended on the road and its traffic while the road travelers depended on the towns for goods and services.

The need for better roads and the lure of profit making created the Turnpike Era in Pennsylvania history. The turnpike concept had been around prior to 1800. However, it was not until 1806 that legislation was passed to establish a toll road from Harrisburg to Pittsburgh. This March 21, 1806 act also allowed the state to use state money to buy stock subscriptions in turnpike companies. However, this practice only continued until 1836.

The route of the turnpike did not follow the existing Forbes Road

exclusively; instead, it deviated to take advantage of shorter straightaways and lesser road gradients. However, the construction of the turnpike helped to improve and upgrade the primitive paths to wagon roads. The state legislature appropriated $350,000 for a turnpike from Harrisburg, in Dauphin County, to Pittsburgh in 1811 and in 1816 and 1817 western Pennsylvania roads received further help from $200,000 of State legislative appropriations.

After the initial appropriation in 1811 was in place, rivalry between turnpike companies caused delays in the construction of the turnpike. The state was willing to subscribe $200,000 to any company that could raise $150,000 on its own. Two companies, one which wanted to build a turnpike from Philadelphia to Pittsburgh and another company that wanted to construct a turnpike from Pittsburgh to the Frankstown Branch, were competing for the state's subscription. The dispute was finally decided by a committee which chose the route from Pittsburgh to Philadelphia. The turnpike was completed by 1820, passing through Lancaster, Harrisburg, Carlisle, Chambersburg, Bedford, Stoystown, and Greensburg.

Tollhouses along the turnpike, like taverns and inns, were constructed of wood or stone. They were built close to the road's edge with a roof that extended over the road at the gate. The roof was meant to keep the gatekeeper and travelers dry in bad weather. The pike or pole extended over the road and blocked it, causing traffic to stop. Once the traveler paid the toll, the pike was lifted and the traveler could continue on his or her journey. Hence the name turnpike. Very few tollhouses remain in the study area, but Green Hill House near Harrisonville is one example that also served as a tavern.

The trans-state toll road from Philadelphia to Pittsburgh was a major logistical improvement, carrying unprecedented quantities of people and goods back and forth across the state. A number of original inns, stagecoach stops, and tollhouses from the Pennsylvania Road and Early Turnpike period can still be seen along the Lincoln Highway. Some are still operated as inns and others have been adapted to residential or other commercial uses, while others remain abandoned and empty.

The use of the turnpike increased settlement along its length west of the mountains. Many of the settlements that developed with the construction on the Pennsylvania Road continued to grow with the further developments and improvements of the turnpike. Providing services that catered to travelers, taverns, stores, blacksmiths, and wagon shops, remained the primary mainstay

of the communities. Communities along the route retain their linear plan, with buildings fronting right on the road. The communities of Fort Loudon (Franklin County), Stoystown (Somerset County), and Schellsburg (Bedford County) all illustrate linear community design. Other communities, such as Bedford (Bedford County) and Harrisonville (Fulton County), developed at crossroads.

The turnpike allowed more people and goods to move to and from the western part of the state since it was easier to travel on improved roads. The western part of the state also became more productive economically since it was now easier to transport goods between eastern and western Pennsylvania. Increased trade was a direct result of the early Pennsylvania Turnpike which was part of a system of 2,400 miles of turnpike in Pennsylvania existing in 1832, more miles of turnpike than any other state.

Tolls that were charged on the turnpike differed for each type of vehicle. For example, a narrow-wheeled wagon drawn by six horses paid $29.30 in tolls between Philadelphia and Pittsburgh while a broad-wheeled wagon drawn by four horses paid $19.20 in tolls. The different toll rates were based on the amount of wear and tear a particular vehicle would cause to the road. However, even with different toll rates for different vehicles, very few turnpikes were able to raise enough money to repay investors as well as supply money for maintenance because they did not draw enough traffic to make the investment pay for itself. As a result, maintenance was often delayed and stretches of the road became impassable for a majority of the year.

Pennsylvania continued to support road construction in the early nineteenth century although the state focused more on canal construction and maintenance by 1825 with the completion of the Erie Canal in New York. The superiority of canals over horse and wagon transportation was soon realized by the state and it stopped investing in turnpike and road construction altogether in 1836. With the completion of the Main Line Canal from Philadelphia to Pittsbirgh in 1832, the Pennsylvania Turnpike began to experience a decline in use and increase in neglect. It would be 75 years before the Commonwealth of Pennsylvania would again invest in major road construction.

The Decline of the Road Era, 1833-1912

Over time the Pennsylvania Road began to show wear and tear from its years of heavy use, inadequate care, and neglect. By the mid 1830s, the Pennsylvania Canal replaced the Pennsylvania Road as the major east-west transportation corridor in the state. The residents of Pittsburgh and Philadelphia had urged state leaders for its completion. State government awarded grants to roads in areas that were not fully supported by the canal to help maintain political support, but did not fully fund local roads. The cost to build a macadam road, which is a road made up of several layers of compacted, broken

stone, could be as much as $4,000 to $14,000 a mile and stone bridges could cost as much as $15,000 in the 1780s.

Canal travel and railroads replaced stagecoaches and wagons on roads because they provided more comfortable, economical, and faster travel and shipment when compared to wagons. Railroads were also able to run regardless of high water and most winter weather.

The popularity of canals and railroads had quite an effect on some types of roads in Pennsylvania. Rural farm to market roads were not affected very much. Railroads and canals helped create permanent settlements throughout the state. As a result, local roads became more important in getting goods and services to the railroads and canal. It was the state's turnpikes that suffered the most. From the Civil War to the early twentieth century turnpikes were used primarily for local commerce and travel. Turnpikes could not generate sufficient revenue to support their upkeep so only basic maintenance was performed to keep roads passable. Few new roads were built and few advances were made in construction technology. As time passed, the roads deteriorated more and more.

The decline of the road's condition and usage also brought about a decline in the value of turnpike stock. As a result, the state tried to sell its stock in the late nineteenth century with poor results. For example, in 1876, the Commonwealth received $6,041.68 for stock that it had paid $550,360 for and in 1880 it received $2,224.12 for $727,575 worth of stock.

The conditions of roads deteriorated so much that in 1883 a law was passed that allowed taxpayers to assume turnpike operations in their county by petition. In Bedford County, for example, 288 taxpayers petitioned for control of the Chambersburg and Bedford Turnpike, which was one section of the turnpike between Philadelphia and Pittsburgh, on October 8, 1900. They justified the petition because of the poor condition of the road and the bridges. The Turnpike Company appealed but lost and the road became public in 1903.

The industrialization of the late nineteenth and early twentieth centuries led to an American public that had become more urban, relatively well-educated, and consumption-oriented and that also demanded increased leisure. People, especially the wealthy at first, which had previously spent their money on bicycles, now spent their money on the automobile. People would take scenic trips in their home areas, but as they had more money to spend they were able to travel further from home. Automobiles became more in the 1910s and 1920s. The introduction of the Model T Ford in 1908 and the vehicle's production line assembly in 1913 that put the American public on wheels. The Model T was affordable in 1908, costing only $850, and it was even more of a bargain with a price of $290 in 1926.

The popularity of the automobile, following the introduction of the Model T Ford in 1908, spawned the era of the Lincoln Highway. As more and more Americans found owning an automobile affordable, attention was focused on the lack of roads that could adequately accommodate the vehicles. An appeal for the development of a transcontinental roadway met with much resistance. First, road improvements had long been considered a local issue since roads tended to support only local traffic. Second, long distance travel was still accomplished by train and not by auto.

The Lincoln Highway Era, 1913-1946

In 1913 Carl Fisher, from Indianapolis, appealed to a group of influential businessmen from the automobile industry to support the creation of a transcontinental road. Carl Fisher was an influential member of the automobile community who always seemed to have adventurous and new ideas. Not only did Fisher found the Prest-O-Lite Company in Indianapolis, which made carbide headlights, but he was also the owner and founder of the Indianapolis Motor Speedway. Fisher even raced automobiles himself, after spending a couple of years racing bicycles. He was also a founder and promoter of Miami Beach, Florida.

Fisher convinced Henry Joy of the Packard Motor Car Company to join the campaign, and together they formed the Lincoln Highway Association. Several meetings were held in the Spring of 1913 and the men who attended the meetings would eventually become the power of the Lincoln Highway Association. Information was presented at these meetings concerning possible routes for the Lincoln Highway as well to show the need for substantial improvement of the route. Many were won over to the idea of a transcontinental highway by Fisher's charm.

At the meeting held in Detroit on July 1, 1913, actions were taken to put the Lincoln Highway Association into official existence. The purpose of the Lincoln Highway Association was "To procure the establishment of a continuous improved highway from the Atlantic to the Pacific, open to lawful traffic of all description without toll charges: such highway to be known, in memory of Abraham Lincoln, as 'The Lincoln Highway.'" The name Lincoln Highway, which was suggested by Joy, was chosen for the route and officers of the Association were also chosen. Henry Joy was elected president and Carl Fisher was elected one of the vice-presidents. The characteristics that Joy possessed, which were cautiousness and deliberateness, as well as being connected to the monied Detroit auto leaders, complemented the skills that Fisher had, which included a great skill for promoting the Association.

After the Lincoln Highway Association was established, one of the early tasks was to decide on a route for the highway. The purpose of the highway was to make it easier to travel to San Francisco for the Panama-Pacific

Exposition in 1915. As a result, San Francisco was chosen as the western terminus. It was decided that the Lincoln Highway would begin in New York City, America's greatest metropolis, at Times Square. Beginning in Times Square would signify a beginning of style and importance. The route between the two points was chosen later.

In choosing a route for the Lincoln Highway, there were several factors which influenced the Association's decisions. Although Carl Fisher was only interested in directness in choosing the route, the proximity of population centers and scenic points as well as support of the communities along the route were also considered in choosing the final route. Many states, such as Colorado and Kansas, showed support for the Lincoln Highway route even before it was announced, but they were often not included in the route. The route of the Lincoln Highway was announced to the public on September 14, 1913, passing through New York, New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California.

Although the route of the Lincoln Highway is not exactly the same as the Forbes Road, the two routes are very similar even though they were used 200 to 250 years apart. In some parts of the study area, such as around Bedford, the two routes are practically identical. Around McConnellsburg, though, the two routes deviate by approximately 10 miles as the Forbes Road went to Ft. Littleton and the Lincoln Highway bypassed it to the south. However, throughout the corridor, the Forbes Road, Pennsylvania Road, and the Lincoln Highway usually are less than five miles apart showing the importance of this transportation corridor in Pennsylvania's history.

The Lincoln Highway Association examined two possible routes to cross the Appalachian Mountains. The northern route would have crossed New York near the Erie Canal and then proceeded west just south of Lake Erie to the suburbs south of Chicago. The southern route crossed the entire width of Pennsylvania. Although the southern route, through Pennsylvania, passed fewer cities of any size, it was ultimately chosen because of its shortness and directness, a characteristic that pleased Henry Joy.

The Lincoln Highway Association needed the support of the public to be successful. As a result, Fisher instituted a membership program that had people pay $5 to become a member of the Association, and in return they received a certificate, membership card, and an enamel radiator emblem. By the end of 1913, there were members in 45 states and several foreign countries with Woodrow Wilson possessing membership #1.

It was not only through buying a membership that people could show their support. They could also serve as consuls, which were local ambassadors for the Lincoln Highway Association. They represented the Lincoln Highway Association along the route and were appointed at the state level first and then at the county and town level. Consuls had several duties which included

representing the Lincoln Highway Association in local and regional affairs, informing the national headquarters about decisions that would affect the highway, providing assistance and information on the highway to tourists, and determining road conditions after bad weather. They helped to make tourists welcome in their areas and make trips as smooth and pleasurable as possible.

Consuls were often businessmen from the local community. Many consuls were restaurant or hotel proprietors because an improved Lincoln Highway was good for their businesses. In Bedford, for example, the Lincoln Highway Consul in 1916 was Lee Hoffman, the proprietor of the Hoffman Hotel and Garage. By 1916, consuls existed in Chambersburg, Everett, and Bedford in the study area and by the 1930s consuls had been added in McConnellsburg, Schellsburg, Stoystown, Ligonier, and Greensburg.

Securing more supporters and financial investors was difficult. Lack of support almost killed the project in 1915. Although Carl Fisher had started raising money through pledges and subscriptions, a lack of action on the part of the Association caused peoples' interest to fade. Many were concerned that the Lincoln Highway was all talk.

The Lincoln Highway Association, though, did undertake some action through their "seedling mile" road program. The purpose of the "seedling mile" was to educate the public about the superiority of concrete roads. Beginning in 1914 in Malta, Illinois, the Lincoln Highway Association had "seedling miles" built in areas where road improvements were most needed. Built of concrete that was donated by various concrete companies, the "seedling miles" were hoped to sprout other improved sections on the Lincoln Highway. "Seedling miles" were built in Ohio, Indiana, Illinois, Iowa, and Nebraska before the program ended in 1919.

Although no official "seedling miles" were constructed in Pennsylvania, the Lincoln Highway underwent extensive improvements in the mountainous areas of the state. The Complete Official Road Guide to the Lincoln Highway, published in 1916, mentions that extensive road improvements were undertaken in 1915 at Breezewood, Everett, and Bedford, all in Bedford County, and Jennerstown, in Somerset County, in the study area.

However, by 1916, many began to realize the importance of Joy's and Fisher's endeavor, and soon the Lincoln Highway Association was being inundated with requests for new paved roads from all over the country. Joy decided to use the old pike across Pennsylvania as one of the starting points for the project. The Lincoln Highway Association, along with citizens and municipalities, began purchasing the old turnpike in 1916. Crews worked intensely re-designing and paving the roadbed and constructing bridges. The mountain sections were straightened as much as possible and the grades were also eased. By 1918 the new Lincoln Highway across Pennsylvania was complete and, for the first time, toll free as well. The tolls that had existed on

the eastern Pennsylvania section of the Lincoln Highway up until 1918 were the only tolls on the 3,300 miles of highway. It was only after considerable pressure from the Lincoln Highway Association that the Commonwealth of Pennsylvania eliminated the tolls.

Although the Lincoln Highway was by no means fully improved by the time of the Panama-Pacific Exposition in San Francisco in 1915, it did make transcontinental auto traffic easier. The Lincoln Highway provided the first marked auto route from coast to coast and the number of transcontinental auto trips did increase after its completion. Prior to 1912 there had been less than 12 transcontinental auto trips. In 1913, the first

year of the Lincoln Highway, there were less than 150. However, by 1915, there were between 5,000 and 10,000, and by 1923 there were 25,000 coast to coast auto trips.

World War I stifled the financial ability of the Association while it highlighted the country's need for an improved and efficient roadway system. The war brought a reduced rate of construction and improvement on the Lincoln Highway as men, money, and materials were needed for the war effort. It was also a period in which more trucks used the highway for transporting goods in order to relieve the overburdened railroads. It showed the importance of the highway to war time transportation.

The Lincoln Highway from conception became a source of and outlet for patriotic pride. Streets were renamed Lincoln Way or Lincoln Parkway, in towns such as Chambersburg, along the route to show pride in the road. In St. Thomas, in Franklin County, for example, deeds and mortgages that were recorded used the name Lincoln Highway instead of Main Street which had been used previously. The Women's Relief Corps provided flags to schools along the Lincoln Highway and the Daughters of the American Revolution planted floral flags along the route.

The Federal Aid Road Act was also passed in 1916. It provided $75 million for improvement of rural roads. This act was a result of the larger progressive era for improved health and well being. Although the Federal Aid Road Act was not aimed specifically at improving the Lincoln Highway, the Lincoln Highway did benefit from it. The act was the first to provided real capital for highway construction and improvement and it provided funds on a matching basis with the state highway departments funding the other 50 percent of a project. However, since the money was not dedicated for specific projects, a state could spread roadwork out over their entire road system minimizing the overall appearance of improvement.

The military continued to use and support the road after the war was over. In 1919, an Army convoy traveled the Lincoln Highway across the country. This was the first transcontinental military expedition ever undertaken by

motorized vehicles. The convoy had 79 vehicles, 260 enlisted men, 35 officers and the Packard automobile that was used for official business of the Lincoln Highway Association. The trip took 62 days and had several purposes. First, it tested the military's motorized equipment and it showed the equipment to the public. It showed the practicability of long distance motor transport, but it also showed the necessity of federal aid for highways. Finally, it allowed the Army to collect detailed data for military use. A young lieutenant colonel, Dwight D. Eisenhower, volunteered to go on the trip at the last minute and the memory of the trip would influence him in signing the Interstate Highway Act in 1956.

The federal public works projects of the Great Depression Era allowed for the completion of a transcontinental Lincoln Highway, which became known as U.S. 30 in Pennsylvania. By 1931, all but a few miles of the Lincoln Highway was an improved, all weather highway.

There was also a plethora of named highways that existed after World War I, each one marking its route with a different marker composed of different colors. As a result, trying to follow some highways became quite confusing by the mid-1920s. In order to alleviate the problem, the government adopted a uniform system of highway numbering and signage in 1925. Named highways, such as the Lincoln Highway would no longer exist. East-west routes became even numbered routes with low numbers in the north and high numbers in the south. North-south routes became odd numbered routes with low numbers in the east and high numbers in the west. Following highways would now be much easier to do. Due to the numbering system the Lincoln Highway was split up, becoming parts of U.S. 1, 30, 40, and 50. It became Route 30 through Pennsylvania.

The Lincoln Highway benefitted from the practice of marking routes with colored markers. Markers for the Lincoln Highway were comprised of red, white, and blue stripes with a large blue "L" in the center. The markers for the route were placed on poles, barns, and rocks along with other objects that stood on highway. Most of the markers were painted by civic groups, business people, and other citizens at the encouragement of the Lincoln Highway Association while others were enameled metal attached to poles along the road.

After the Lincoln Highway was absorbed into the U.S. highway numbering system, it was decided to remark the route of the highway. Permission was granted by the government to mark the highway, not as a route, but as a memorial to Abraham Lincoln. In 1928, Gael Hoag, who was the last paid representative of the Lincoln Highway Association, made the last official cross-country trip. On the trip, he took extensive notes on where markers should be placed to mark the route. The markers were cast by cement companies and were all of the same design. Each marker had a small directional arrow to mark the route of the Lincoln Highway as well as a small

bronze bust of Lincoln. The inscription, "This highway dedicated to the memory of Abraham Lincoln" also graced each marker. When the markers were finished, they were shipped to towns along the route. On September 1, 1928, the Boy Scouts erected the markers, an average of one per mile, thus keeping the Lincoln Highway marked for posterity. Only Utah failed to recognize the route of the Highway. Fort Loudon, Harrisonville, Everett, and Ligonier are some of the few places left which retain the concrete markers in Pennsylvania.

Marking the route of the Lincoln Highway was the last official business that the Lincoln Highway Association undertook even though the Association had stopped "active and aggressive operations" on December 31, 1927. Interest inthe Lincoln Highway had faded since the federal numbering system was put in place. Attendance at Association meetings had dwindled since 1926, and the finances of the Lincoln Highway Association were getting tight. A motion was passed to disband the Association at the November 11, 1927 meeting.

Nevertheless, stretches of land along the Lincoln Highway filled with hotels, cabin camps, gas stations, service garages, various types of novelty architecture, such as the Ship of the Alleghenies in Bedford County and the Koontz Koffee Pot in Bedford. Many were designed to attract the eye of the motorist and satisfy the tourist. Western Pennsylvania was still mostly rural along the route of the Lincoln Highway so the growth of travel related services brought jobs and tourist dollars to the region. Towns along the route also grew, with Ft. Loudon, for example, growing from a population of 400 in 1916 to 1,200 by 1950. Although newer accommodations made traveling the Lincoln Highway more enjoyable, the steep mountain grades and sharp curves created many tense and dangerous road hazards for the traveler.

Roadhouses that included food, lodging, and gas also appeared at the crest of most ridges to serve both people and machines after the long and slow journey up the mountains. Examples of roadhouses that crowned the ridges of the Allegheny Mountains include the Eagle's Eyrie, Tuscarora Summit Inn, and Scrub Ridge Inn, all of which are in Fulton County, and the Grand View Point Hotel (later remodeled to become the Ship of the Alleghenies) in Bedford County, which was by far the most famous. All of these were constructed between 1915 and 1929 during the early years of the Lincoln Highway. Not only were visitors attracted to these establishments for relief from the mountain driving, but they were also lured by the expansive views of the surrounding valleys that these places offered.

Filling stations were common on highways by the 1920s and they were usually positioned on street corners so that they occupied prominent positions in towns. They were usually designed to resemble residences as well. The M & M Antiques building in Fort Loudon, Franklin County, which was a filling station, is one early example. By the 1930s, though, filling stations merged, for the most part, with a service garage to provide more services for the motorist in single locations. The designs of these new service stations

were boxier than their predecessors, although some had outrageous designs, being shaped as windmills or other structures. Dunkle's Gulf in Bedford, built about 1936, as well as the Koontz Koffee Pot, which, although a restaurant, is connected to a filling station, are two examples of flamboyant car culture architecture of the period.

Also in the 1930s, restaurants started to migrate out of the downtown areas and occupy locations near the service stations. Where cafes had been previously popular, other types of restaurants started to appeal to motorists. Diners, which were shaped like railroad cars, became popular as did family restaurants and drive- ins. Hamburger shops, such as White

Castle, also appeared and spread during the late 1920s and 1930s. The 1920s and 1930s marked the beginning of food establishments that were geared toward a car culture and that would flourish in the 1940s and 1950s. Another variation on the restaurant which started to appear in the 1930s was the truck stop. Often located at the edge of town, the truck stop combined a restaurant with a service station. They often had large parking lots as well to accommodate truck drivers as well as motorists.

In the early years of automobile travel on the Lincoln Highway, most people would camp along the way. Most were on a shoestring budget and did not have a lot of extra money for hotels. They would usually take camping supplies with them and camp in schoolyards, fields, or next to streams by the road. Permission was rarely requested. Towns, though, soon set up specific camping areas near the town so that tourists would have a place to camp as well as hopefully be drawn downtown to spend money on groceries and other supplies. The camping facilities, which were usually free, often had running water as well as bath facilities. However, when communities started charging a fee to camp, entrepreneurs entered the competition, opening their own camp grounds or cabin camps.

People began to want more comfort on their trips so cabin camps emerged. The emergence of cabin camps with more creature comforts occurred around the same time that people began to prefer closed cars over the open touring car. The first cabin camps provided travelers with a small cabin to stay in that was just big enough for a bed and washstand. Although they offered more comfort, they were still informal and similar to camping. They were also more popular with tourists because they were often easier to get to than downtown hotels, and the informal atmosphere meant that there were no bellhops or doormen to tip. Cabin camps added more comforts of home as time passed including electricity, heat, and, in some cases, kitchenettes. DeShong's Cabins and Shorty's Camp in Fulton County, Black's Cabin Camp, Scenic Acres Cabin Court and Lincoln Motor Court in Bedford County, and Sunset Valley Cottages in Westmoreland County are examples of these lodgings.

As people came to expect more conveniences and comfort, cabin camps emerged into motor courts, where the cabins were more formally arranged in an "L" or a "U" around a central courtyard. Not only did they offer a greater sense of security and coziness, but they also offered more of the comforts of home including bathrooms with hot and cold running water.

The term motel emerged in the late 1940s when separate cabins that had existed around the central courtyard were connected. Each room was a small version of the ideal home that included paintings on the walls and coat hangers in the closets. Cabin camps, motor courts, and motels, like the other services for motorists, were often located on the edge of towns away from the city centers where they were easier for the motorists to get to. The evolution of roadside resources along the Lincoln Highway was a direct result of the changing nature of travel during the twentieth century. In the early days of the Lincoln Highway, up through the end of the 1920s, people became more dependent on cars for transportation. Taking rides in the country and camping were popular activities during the period. Such activities allowed people to escape the noise and commotion of the cities and interact with nature.

The majority of recreational trips ended with the stock market Crash of 1929 and the Great Depression which followed. People used their cars to migrate and look for jobs. The extra money to take touring vacations in their cars, as they had during the 1920s, decreased and the tourist boom diminished.

It was not until gas and tire rationing were lifted after the end of World War II in 1945 that people returned to using the automobile for pleasure touring again. The booming post-World War II economy meant that people had extra money to spend once again. People were also enthusiastic to see the country that they had defended during the war.

Decline of the Lincoln Highway, 1947 - Present

Within the study area, U.S. Route 30 has undergone many changes in the past half century. Construction of the modern Pennsylvania Turnpike and bypasses, since 1940, added yet another dimension to the context of the Lincoln Highway. Declines in steel manufacturing and other heavy industries coupled with the pressures being experienced by the farming community have also significantly affected life along the highway all causing a decline in use of the Lincoln Highway.

The automobile industry and tourist boom continued through the end of the 1950s. During the 1950s the size of automobiles increased dramatically. The 1950s and 1960s were the beginning of sprawl. People were more reliant on their cars and developments such as suburbs and businesses were increasingly designed around the automobile. Restaurants, churches, and even some funeral

parlors, have become drive-ins with the visitor never having to leave their car. The growth of an auto-oriented culture led to more sprawl, with shopping centers and their large parking areas becoming more prevalent on the landscape.

The Lincoln Highway was replaced by America's first superhighway, the Pennsylvania Turnpike. The Pennsylvania Turnpike was miles ahead of the Lincoln Highway in design. The Ideal Section of the Lincoln Highway, the best in America, had been built in northwestern Indiana, with a 10 inch thick concrete surface, forty foot wide paving for four lanes of travel, a landscaped walking path beside it, and extensive lumination. The right of way was 110 feet wide.

The Pennsylvania Turnpike, on the other hand, had a roadway that was 78 feet wide. It was comprised of four concrete lanes that were each 12 feet wide, plus berms and a median that were each 10 feet wide. The entire right of way for the Turnpike was 200 feet wide. The concrete paving for the Turnpike was nine inches thick and was banked to the sides for drainage and had subgrade and surface drainage as well. The maximum grade on the Turnpike was 3% and the maximum curvature was 6 degrees. Curves were also elevated for higher speeds. The minimum sight distance for the Turnpike was 600 feet and there were no intersections to interrupt traffic.

The design standards developed by the Pennsylvania Turnpike made a big difference in traversing the Allegheny Ridge when compared to the Lincoln Highway. Lincoln Highway travelers who made the trip on U.S. 30 would climb an accumulated 13,880 feet up grades that were 9 percent. On the Pennsylvania Turnpike, though, the same trip had a climb of only 3,900 feet on grades that were only 3 percent.

The Pennsylvania Turnpike and the interstates that it helped to create, also had a great effect on the Lincoln Highway. Since the Turnpike was a much faster and safer way to travel, the Lincoln Highway was often bypassed by tourists. As a result, many towns along the Lincoln Highway lost traffic and many business establishments. Because of the Pennsylvania Turnpike and the interstates, people no longer interacted with the American culture as they did on the Lincoln Highway. The interstates created "franchised monoculture."

One reason people no longer interacted with towns along the Lincoln Highway and the towns lost business was that the Turnpike provided services to travelers. The Turnpike provided ten plazas, such as the Midway Plaza, in Bedford County, that carried Howard Johnson's food and Esso gasoline. Turnouts and scenic overlooks provided safe spots for motorists to pull over although they offered no services. Scenic overlooks were slightly larger than turnouts and had a rustic retaining wall. The Turnpike also had picnic

areas located five to ten miles apart for motorists. Comprising 1/2 to 1 acre of wooded or shaded land, they were located outside of the road right of way on land that was purchased by or given to the highway department. The picnic areas had tables, benches, and outdoor fireplaces all of rustic design. There was no need for the Turnpike motorist to ever leave the Turnpike.

With the completion of the Pennsylvania Turnpike, and other interstate highways around the United States, roads such as the Lincoln Highway were no longer the major transcontinental routes that they once were. The Lincoln Highway was now a secondary highway that handled mainly local traffic or the motorist who wanted to get off of the interstate to see America.
The transportation corridor that has contained the Forbes Road, Pennsylvania Road, the early turnpike, and the Lincoln Highway has a history that extends back over 200 years. The corridor is one that has been very important to the history of Pennsylvania since the eighteenth century. The early routes, such as Forbes Road and the Pennsylvania Road, allowed people to settle the western part of Pennsylvania as well as allow trade to occur between Western Pennsylvania and the cities in the East. It also allowed people to travel easier between the established cities in the east, such as Philadelphia, and the growing settlements in the west. The importance of the corridor was also recognized in recent times since it was included in the route of the Lincoln Highway in 1913. The corridor also encouraged settlement in Pennsylvania near the route and it brought business to the vicinity as well. The various taverns, roadhouses, and gas stations developed to cater to travelers who followed the various routes through the corridor. Because of the length of time the corridor has been used and the impact that it has had in Pennsylvania, it is a significant part of Pennsylvania's history.

I. Name of Property Type: Historic District

II. Description

Historic districts on the Lincoln Highway consist of linear or crossroads towns that catered to travellers along the corridor and bypassed sections or traces of the Forbes Road, Pennsylvania Road, and the Lincoln Highway. Both retain integrity and a strong sense of place reflecting the history of the Forbes Road, Pennsylvania Road, and the Lincoln Highway for the period of its significance, 1750 - 1946.

Towns that Catered to Travellers along the Corridor

Towns that catered to travellers along the corridor between Greensburg and Chambersburg developed between 1750 and 1900. Towns, such as McConnellsburg, Stoystown, and Bedford, prospered because of traffic along the route. These towns reflect the changing uses and patterns of life that affected the area as transportation changed from the mid-eighteenth to the mid-twentieth century. Districts in these towns include buildings, structures, sites, and objects directly associated with construction of and travel on the Forbes Road, Pennsylvania Road, and the Lincoln Highway, such as bridges, milemarkers, taverns, inns, gas stations, garages, stores, and houses.

Most of these towns, with the exceptions of Greensburg, in Westmoreland County, and Chambersburg, in Franklin County, are in rural landscapes. All of the towns have the route of the Forbes Road, Pennsylvania Road, or the Lincoln Highway passing through them. Some of the towns, such as Ft. Loudon (Franklin County), Stoystown (Somerset County), Laughlintown (Westmoreland County), and Schellsburg (Bedford County), have the route as their main street and have developed linearly along the route. These towns flourished because of the trade from traffic along the road. The buildings that exist in these towns from the period reflect the changing styles and tastes of the period between 1750 and 1946 when the road was the main transportation corridor. Post-1946 construction in some areas of the corridor, such as in Harrisonville or Ft. Loudon, has been very minimal while in other locales, such as Greensburg and Breezewood (Bedford County), has been quite extensive as strip development and urban sprawl have occurred.

Bypassed Sections and Traces of the Forbes Road, Pennsylvania Road, and the Lincoln Highway

Bypassed sections and traces of the Forbes Road, Pennsylvania Road, and the Lincoln Highway are sections that have been bypassed by later transportation routes between the early nineteenth century and 1946. Bypassed sections and traces may contain objects and structures, such as milemarkers, bridges, or

culverts, that were constructed to facilitate travel on the different roads between 1750 and 1946. These bypassed sections, unlike roads constructed today, usually accommodate the landscape, and therefore have steeper grades, sharper curves, unpaved shoulders if the road was paved, and narrow right of ways of only two lanes. Some examples of these sections include sections of the Lincoln Highway bypassed west of Schellsburg and Ligonier, as well as traces of the Forbes Road that exist at Ft. Dewart. These bypassed sections also retain the feeling and association of travel during the significant periods of the transportation corridor.

III. Significance

Historic districts that exist in this transportation corridor are significant under Criterion A for their association with the history of the Forbes Road, Pennsylvania Road, and the Lincoln Highway, specifically under transportation and/or commerce. The property type may also be significant under Criterion C as reflecting the engineering and/or architectural styles and forms that were typical during the periods of the Forbes Road, Pennsylvania Road, and the Lincoln Highway from 1750 to 1946. Finally, the property type may also be significant under Criterion D as it could yield information on the roads and road construction methods of the eighteenth and early nineteenth centuries.

The towns that developed along the corridor developed to serve road travellers. Towns provided goods and services to travellers on the corridor and they also benefitted from the trade with the travellers. Some towns developed around taverns that served the traffic along the road.

Use of the corridor declined, however, during the mid to late nineteenth century as canals and then railroad became prevalent. As use of the corridor declined so did the prosperity of the communities along the corridor.

The corridor's transportation route revived, however, with the increased popularity of auto travel and the development of the Lincoln Highway in 1913. The Lincoln Highway route was extensively improved between 1916 and 1918 to better facilitate auto travel across the mountains. New businesses developed along the corridor including cabin courts, roadhouses, restaurants, and filling stations, to cater to the motorists. However, as sections of the Lincoln Highway were bypassed in the 1930s and with the opening of the Pennsylvania Turnpike in 1940, many towns along the bypassed sections, for the most part, declined and remained rural. Being situated on bypassed sections of the highway has helped to preserve the historic character of some of the towns.

IV. Registration Requirements

In order to be eligible for listing in the National Register of Historic Places under Criterion A for the areas of transportation and/or commerce, the historic districts must have associations with the Forbes Road, Pennsylvania Road, or the Lincoln Highway. Towns that catered to travellers along the corridor must be documented in sources, such as The Complete Official Road Guide of the Lincoln Highway, which was published periodically by the Lincoln Highway Association, and possess characteristics identified as being common to those towns. Bypassed sections of the roads must be documented in sources such as period maps or atlases as being part of the route at one time.

In order for the towns and bypassed sections of the roads to be eligible under Criterion C, they must have buildings, objects, or structures that reflect the engineering and/or architectural styles and forms of the eras of the Forbes Road, Pennsylvania Road, or the Lincoln Highway.

Towns and bypassed sections of the roads would be eligible under Criterion D if they have the potential of yielding information for the period of history of transportation in the corridor between 1750 and 1946.

Historic districts must retain integrity of materials, design, setting, workmanship, location, feeling, and association in order to be eligible for listing in the National Register. Architectural or engineering characteristics must be present as well as the feeling and association that one would expect while travelling along an eighteenth to twentieth century road. New pavement alone does not necessarily compromise the eligibility of a bypassed section of the old road. Sections less than fifty years old of U.S. 30 and sections that lack integrity are not eligible for listing in the National Register.

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I. Name of Property Type: Roadhouse

II. Description

Roadhouses consist of establishments that provided services to travellers on the Lincoln Highway between 1913 and 1940. These establishments provided food and lodging and sometimes provided gasoline as well. Located outside towns, their chief purpose was to cater to travellers on the road but they also provided entertainment for the local population. The Grand View Point Hotel (Ship of the Alleghenies) often had dances on the outside decks while Willie's Place (Fulton County) used to hold boxing matches.

The roadhouses in the study area are of wood-frame construction. They have stone foundations and wood walls. They are located right on the highway with parking areas in front. Most of the roadhouses, such as the Eagle's Eyrie, Tuscarora Summit Inn, and Scrub Ridge Inn, all in Fulton County, are 2 to 2 1/2 stories in height. However, not all roadhouses had the same number of stories. The Sleepy Hollow Inn in Westmoreland County is only 1 1/2 stories tall while the Grand View Point Hotel (Ship of the Alleghenies), in Bedford County, is 5 stories tall. The form and style of roadhouses vary greatly.

Although the design of roadhouses varied, they often comprised a main structure with a parking lot out front. Other outbuildings, such as cabins and garages/filling stations were sometimes also present.

Many roadhouses that developed on the Lincoln Highway between 1913 and 1940, such as the Tuscarora Summit Inn and Eagle's Eyrie, were located on the ridges of the Allegheny Mountains. By the time automobiles had climbed the steep grades of the mountains, they often were overheated and had to take time to cool off. Roadhouses developed to cater to the travellers who had to wait for their cars to cool down. They offered travellers a place to eat, sleep, and sometimes get gas or buy souvenirs.

Roadhouses offered basic services to travellers. They also sometimes had special attractions to draw motorists. Since most of the roadhouses were on the mountain ridges, the expansive views of the surrounding valleys would often attract motorists. Other roadhouses, such as the Grand View Point Hotel (The Ship of the Alleghenies), also attracted visitors with their unique, whimsical architecture.

The role of the roadhouse in catering to tourists severely declined in 1940 with the opening of the Pennsylvania Turnpike. After the Turnpike opened, many people travelled the Pennsylvania Turnpike instead of the Lincoln Highway. Many of the roadhouses then closed or catered to local residents instead of to the stream of travellers that they once served.

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III. Significance

Roadhouses that exist in this transportation corridor are significant under Criterion A for their association with the commercial history and development of the Lincoln Highway. The property type may also be significant under Criterion C as reflecting typical architectural styles and forms of the Lincoln Highway roadhouse during the period of 1913 to 1940 or as examples of roadside architecture that caught the attention of passing motorists through unique designs or features.

The roadhouses that initially developed in the transportation corridor were a response to the Lincoln Highway becoming a major transcontinental route. Travellers needed services along their journeys and the roadhouses provided the food, lodging, and, in some cases, gas and repair facilities that the motorist would need.

Some roadhouses also provided scenic views and souvenirs for the travellers to remember their trips by. The location of roadhouses along the Lincoln Highway corridor is also significant. Many of the roadhouses were sited at mountaintops where motorists were often stopped because of overheated engines.

The period of significance for the roadhouse on the Lincoln Highway ended in 1940 with the opening of the Pennsylvania Turnpike between Irwin and Carlisle. The Pennsylvania Turnpike, with its modern design and higher speed limits, drew many motorists away from the Lincoln Highway. The roadhouse which catered to travellers was no longer needed and faded from the scene, mainly serving the local population.

IV. Registration Requirements

In order to be eligible for listing in the National Register of Historic Places under Criterion A for the area of commerce, the roadhouses must have associations with the Lincoln Highway. Roadhouses that catered to travellers must be documented in Lincoln Highway secondary sources, such as The Lincoln Highway: Main Street Across America by Drake Hokanson, and possess characteristics identified as being common to roadhouses.

Roadhouses can be eligible under Criterion C if they reflect the typical architecture of a roadhouse on the Lincoln Highway between 1913 and 1940 or if they possess unique designs or features that were meant to catch the eyes of passing motorists.

Roadhouses must retain integrity of materials, design, setting, workmanship, location, feeling, and association in order to be eligible for listing in the National Register. Architectural characteristics must be present as well as

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the feeling and association that one would expect of a twentieth century roadhouse. Roadhouses developed because of the Lincoln Highway and, as a result, their location needs to be on the route of the 1913-1940 Lincoln Highway. Many were also built on the tops of the mountain ridges in order to cater to motorists who had overheating engines. The retention of location and setting is an important requirement for the listing of a roadhouse in the National Register. A roadhouse should also retain much of the original exterior materials, such as windows and cladding, and also retain their original massing with little alteration. Although outbuildings were originally a part of some roadhouses, they do not have to remain in order for a roadhouse to be eligible for the National Register.

Geographic Data

The Lincoln Highway Heritage Corridor historic resources are situated in Franklin, Fulton, Bedford, Somerset, and Westmoreland Counties In Franklin, resources exist in Green, Guilford, Hamilton, St. Thomas, Peters, and Metal townships and in Chambersburg Borough. In Fulton County, resources exist in Dublin, Todd, Licking Creek. and Brush Creek townships and Valley Hi and McConnellsburg boroughs. In Bedford County, resources exist in East and West Providence, Snake Spring Valley, Bedford, Harrison, Napier, and Juniata townships and Everett, Bedford, and Schellsburg boroughs. In Somerset County Resources exist in Shade, Stoney Creek, Quemahoning and Jenner townships and Indian Lake, Stoystown, Jennerstown, and Boswell boroughs. In Westmoreland County resources exist in Ligonier, Unity, Hempfield, and North Huntingdon townships and Ligonier, Youngstown, Greensburg, Jeannette, Adams, and Irwin boroughs.

The research and preparation of the Lincoln Highway Multiple Property Documentation Form was funded through a Planning and Research Grant awarded through the Southwestern Pennsylvania Heritage Preservation Commission on January 21, 1992. The grant was awarded to the Bedford County Planning Commission for the Lincoln Highway Heritage Corridor, one of the State Heritage Parks. The Lincoln Highway Heritage Corridor runs east-west from Fulton County to Westmoreland County. Historic resource surveys by the Bureau for Historic Preservation staff and planning studies by the communities along the Corridor in connection with the heritage park in the early 1990s confirmed integrity of resources. Staff preliminarily concluded that the corridor continued to reflect significance in overland transportation and settlement as well as 20th century automobile culture.

Research for the project was begun in 1992 and was undertaken by Joanne Ziegler, an employee of the Bedford County Planning Commission. She conducted research for the historic context subjects for the Lincoln Highway Corridor which were the Forbes Road, Pennsylvania Road, the early turnpikes in Pennsylvania, and the Lincoln Highway. A variety of research materials, in addition to field views, were consulted. They included books, magazines, and atlases describing the Lincoln Highway Corridor were examined for information on the Corridor. Property types were defined when historical research materials providing context were compared to the resources found along the survey areas. A context document, based on the historic resource base of the Corridor was then drafted.

The most important and prevalent emergent property types were road houses and historic districts. These were found to best reflect the long evolutionary history of the Corridor's significance, and are also among the most threatened resources. Identification and National Register nomination, it was felt, would better assist communities and individual owners in protecting and preserving these resources.

BHP intern Ralph Wilcox completed the Documentation work. He reviewed prior survey materials completed by Joanne Ziegler and performed additional research to complete the historical narrative used for Section E. He then clarified and completed the property types discussed in Section F. To determine the property types that existed along the Lincoln Highway, existing resources were examined. A preliminary list of resources was compiled using survey forms and secondary sources written on the Lincoln Highway Corridor. Property type descriptions were then written for Historic Districts and Roadhouses. Additional property types for automobile, camp, park, motel, commercial, recreation, transportation, and other related resources were also identified and can be added at a later date.

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